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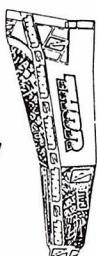
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TRAIL RIDER

MAGAZINE

December 1991
Volume 21 Number 12

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On the cover: Tommy Norton leans into the camera at the Great Cape Escape hare scrambles. If you've been following NETRA racing for the past few years, it is amazing how far Norton has come, from an over-ambitious leg-breaker to NETRA champ two years running. Great job, Tommy!



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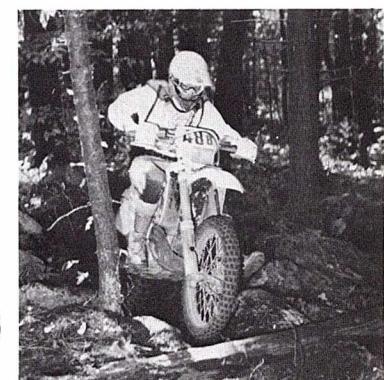
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Warning: Too many people assume that motorcycles are toys; we know that the truth lies somewhat south of that belief. Actually, the people who ride them are toys, and these same people created motorcycles to keep from getting terminally bored and addicted to TV, alcohol and other drugs. With this in mind, take care when you ride. Wear all the protective gear you can afford, and borrow the rest from your friends. After all, it's not how much fun you had that matters, but how little you've been injured. Take our word for it.

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LAST OVER

JOY OF VINTAGE, PART 2

By Paul Clipper

Right up front, let me tell you that I'm not a professional racer. I never have been, and never will be. Way back in the early '80s I actually became an "A" rider for a short period of time, riding in a non-AMA enduro association that promoted timekeeper enduros, not events that tested the speed and riding skills of the entrants. I did well because I could "think out" a run better than most, but when it came to a real test of speed I really sucked.

I still do. That's why I'm easy prey for "C" riders out on the trails. I have gone beyond needing to prove to myself how fast I am; now I rely on other riders to take up the charge for the checkered flag. I'm perfectly comfortable just poking along and watching the scenery.

This new attitude has opened up a lot of opportunities for lazy behavior. There was a time when I would spend about 35 hours a week working on my race bike, fine tuning little things and lubricating absolutely everything that moved on the bike. Motorcycle maintenance really did induce a Zen-like trance, and I was rewarded with a calm spirit and the best working bikes I've ever owned. Now I haven't got the time for all that tuning; and just like everything else you're forced to hurry, I have grown to hate working on bikes. Oh, I'll fix a flat or change a worn-out tire, or change the oil or brake pads, but as far as creative fiddling goes—forget it. If it runs, I ride it. If it doesn't run, I call in the reserves.

Still, when the snap of autumn finally fills the air, like all red-blooded boys I yearn for the smell of Bel-Ray waterproof grease and fresh, new rubber in the air. After four weekends on the road I could actually have a Saturday to myself, and out of that I could spare a few hours in the morning to devote to my old passion. What to do with all that time?

I could fiddle with the Husky four-stroke, but it doesn't need anything and I can't afford to put it in drydock while I tinker away. The Suzuki dual sport bike is a likely candidate, but Suzuki wants that back; so any heavy modification is likely not to offer any return on investment, if you know what I mean.

That left only one possibility: the vintage bike. The 250 Penton had been sitting in the shed, nursing its wounds since last year's Rhody national, and it was high time that I finally put it back together. Yes! In a state of near-euphoria, I dragged the lawn mower, two bags of lime and about 40 yards of fine cobwebs out of the way, and rolled the 250 out into the sunlight.

The bike looked pretty sad, actually, but at least I had put the engine back together after the rebuild last year, and all the noise-making parts were in order. All I had to do was fix the leaky fuel tank, replace the rear wheel, and then outfit it to work with 520 chain rather than the

530 it was currently sporting.

The tank was pretty simple. I washed it out with detergent, then sloshed lacquer thinner around until it was perfectly clean inside. I dumped in a bottle of Kreem fuel tank sealant, and went through all the motions of getting that stuff to work. In a few days it would be dry enough to use, so I set it aside and looked at the rear wheel.

I had been lucky enough to inherit a 400 Penton/KTM basket case from a friend of mine. The bike had a broken frame and a locked-up engine, but two decent wheels and a variety of other parts that could be pressed into service at a later date. The rear wheel interested me the



(Ron Turpin photo)

most, because it had an excellent-looking brake drum, and my bike had one that was totally worn out.

Like I said, it looked excellent. Closer examination revealed that he had ridden it the last time with loose spokes, and it was actually kind of tweaked. All the spokes were sloppy-loose, and a few of them had actually cut into each other where they crossed, from all the flexing. One spoke was broken away, but the hub looked good. The rim was dented here and there, but it was a Sun shoulderless rim, and the rims on my "active" bike were high-shouldered Akront rims—the ones that collect and hold all the mud.

So I decided to replace the bad spokes, tighten them all up, and go with the "new" rim and hub. I could use what spokes I needed from my old wheel. Of course, the first spoke nipple I put the wrench on fought me tooth and nail. For one, they were practically frozen in place from neglect and abuse, and ten years of lying

dormant. For another, more significant reason, they used those odd-sized old KTM spoke nipples, the ones that took a 5.5mm wrench, which is nearly impossible to find, and also does not live in my tool box.

This was not good. Out of all my spoke wrenches, I found one that would work on a clean, lubed nipple. I could break about a quarter of the spokes loose with it; the rest I'd have to wrestle loose with a 5.5mm ignition wrench given to me by Sidney Dickson. The spokes were duly soaked in Liquid Wrench, and I went to work trying to tighten them.

After 30 minutes of useless swearing and nipple-rounding, I went the other way. I've been here before, but I hate it—and I'm going to pass this information along so you don't have to waste your time: the only way to work on any vintage bike's wheels is to remove every spoke nipple and clean out the threads by running the proper-sized tap through them. And I mean every nipple, too; because the one you miss will be the one that *will not* tighten. The spokes themselves you don't have to worry about, all the dirt and corrosion builds up inside the nipple.

So I dug out the tap (4mm X 0.7, in case you're taking notes), and started working. This is tedious, joyless stuff. Every nipple has to be coerced loose by whatever means you can manage, and there are 36 or 40 of them on each wheel. You take them out, oil and re-tap 'em, then crank them back on—loosely, because you'll have to true the wheel again anyhow. All the while I'm thinking about all the more important things I could be doing, and after only an hour I was hating life.

So much for a Boy's Joyous Morning in the garage.

Finally, it was finished. The wheel was cleaned, new rubber mounted, and a brand-new 520 Sidewinder sprocket was bolted on. The chain and countershaft went on without a fight, and four days later (just a couple days before the Sandy Lane and a chance to race another Vintage class), I judged the tank was dry and ready to try. No luck. Whatever was causing the leak was missed by the Kreem; it still dripped like a rusty rain gutter. I slipped a 125 Penton tank on in its place, and was ready to go again.

Now if you think there's a victorious ending to this story, think again. The bike started and ran like a champ three or four times, until the morning of the event. When I fired up the Penton and headed for the starting line I fouled a plug, something vintage bikes do with alarming regularity. I whipped out my fan bag, and remembered immediately where my short-reach Penton plugs were: on the workbench, in the garage. Right where I left them a week before, when all this nonsense started.

Hey, but at least the bike's ready for the next event, right? Don't bet on it. I won't be. But I will almost guarantee that you'll be able to read about it, when and *if* it happens!

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EASTERN NEWS

DUAL SPORT BOOM

Forty-one people recently turned out for the Ocean County Competition Riders' dual sport event. It doesn't seem like a whole lot of riders, but it beats the turnout at the Sandy Lane dual sport—only 29 riders. Looking at numbers like that, one wonders if dual sport riding is ever going to catch on, but don't judge it yet. Both of the above mentioned dual sport events were staged in the South Jersey woods in the summertime, both coinciding with miserable hot weather. Nobody likes to ride in the heat, especially not in the South Jersey sand! Late fall and winter are better seasons for this neck of the woods.

In contrast, the Michaux dual sport ride drew 55 or 60 people, many who were babbling afterwards that it was the best trail ride they'd ever taken. The Berkshire dual sport up in Massachusetts drew 45 riders, most of whom were raving about the ride when it was all over. One rider declared that he'd like to ride the route once a month! It really is a pretty area, and we suggested to the club (Foot-hill Trailriders) that they try to schedule the event next year to not conflict with everyone's vacation time.

But dual sport is the wave of the future, and they're proving it in California. The District 37 Dual Sport committee, a.k.a. California Trail Rides, has been packing them in at the dual sport events. The Hi Sierra 250, a two-day event, drew 150 riders this year, and CTR's USGP one-day dual sport attracted 170 riders. The grand daddy of them all is the Barstow to Vegas Dual Sport, made famous by Ed Hertfelder and many others. B to V Dual Sport drew over 350 riders last year, from all over the country and the world.

It's happening. It's fun. Eastern clubs, don't give up! Dual sport is the future!

NETRA AWARDS

The annual NETRA awards night celebration will be happening this year in Springfield, Massachusetts, at the Sheraton Downtown hotel. The date for this gala fete is January 18, 1991. Ken Ciocci and the Springfield Motorcycle Club are hosting the event, which I guess makes Ken the trail boss. Anyroad, they want you to know that the room rate at the Sheraton is \$69 for a single or double, as long as you tell them you're in with the NETRA group. Call the hotel at (413)781-1010 for reservations. All NETRA

award winners will be receiving jackets this year, just for something different, and there will be an antique motorcycle show for you to browse through.

BIG OPEN HOUSE

H&H KTM in Douglasville, Georgia, is having an open house that promises to be a real wingding. It starts on December 6th with a party that evening, goes on to some technical seminars and riding on Saturday, and a race on Sunday, among other things. At the same time, you'll be

THEY STARTED IT ALL

Maybe this isn't strictly an "eastern" item, but bear with me, it will relate eventually. What we're talking about here is a group of rank amateur, worse-than-C-riders, shirt-tail dirt bike enthusiasts stumbling into a private screening of a movie back in 1971 (a motorcycle club had rented the movie theater on the slowest night of the week). The movie was funky and folksy, even for its time, with no story line and only one real actor, although no acting was happening in the movie.

It sounds like we're describing a stag-party smoker here, but the influence of this flick went far beyond the immediate rewards of full-frontal whatever. In it, we were introduced to a guy named Mert Lawwill; someone few of us had ever heard of, and wasn't it a funny name (people still mis-spell it regularly)? And wasn't he an extremely short guy? An unlikely hero, for sure, but then we saw Mr. Lawwill getting under the paint on his Harley, wide open and sideways on a half-mile track in slow motion, and we were mesmerized. We sat mouths agape and quietly drooling through the entire show, and even now I can't recount the moment without acquiring a lump in my throat and a faint buzzing at the base of my brain; just about the same frequency as a Harley twin working out at Ascot or Syracuse.

We left that theater changed people, and I know a lot of the folks I still ride with were there, although we never met until far, far later. We went out that very afternoon and gathered up our bikes, what little riding gear we owned, and headed out to the pit to ride—because we wanted to, of course—we always wanted to ride—but now because we *had* to. Seeing *On Any Sunday* struck a fatal chord to our non-riding social life that day, because we suddenly learned that we weren't a small yet peculiar group of aging, two-wheeled teens. We were part of a huge, extended family of people who *lived* to ride, and now we understood that.

In other words, things haven't been the same since.

If you share feelings towards the movie *On Any Sunday* that are similar to this, you'll be happy to hear that Bruce Brown, creator of the original movie, has completely re-mastered the film for video cassette. It is a brand-new print of the original movie, available for your televisual enjoyment, as they say. The tape costs \$39.95 plus \$3.50 shipping and handling, and if you're from California add 7.75% sales tax. Hey—we're going to get one. Available from KWB Marketing Group, 4760 East Bryson, Anaheim CA 92807; (714)779-5318.



Steve McQueen, Mert Lawwill, Malcolm Smith.

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA)
P.O. Box 478
Ellington, CT 06029
(203)875-5757

East Coast Enduro Association (ECEA)
1380 Route 70
Browns Mills, NJ 08015
(609)893-7294

Virginia Championship Hare Scrambles Series (VCHSS)
114 Holloway Drive
Smithfield, VA 23430

(804)255-4620

Pennsylvania Trail Riders Association (PATRA)
Box 77
Thomasville, PA 17364

Potomac Motocross
P.O. Box 156
Budds Creek, MD 20650
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Racer Productions (AMA GNCC Series)
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Morgantown, WV 26505
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American Motorcyclist Assn.
P.O. Box 6114
Westerville, OH 43081-6114
(614)891-2425

Southeastern Enduro and Trail Riders Association (SETRA)
P.O. Box 1935
Roswell, GA 30077-1935
(404)532-6832

New York Hare Scrambles Series

(315)682-8017

District 4 Enduro Comm. (NY)
568 Whittier Road
Spencerport, NY 14559
(716)594-0384

District 6 Sports Association
P.O. Box 554
Lebanon, PA 17042
(717)272-6896

Blue Ribbon Coalition
P.O. Box 5449
Pocatello, ID 83202
(208)237-1557

NEW RULE BOOK

Hey, we just got our copy of the new NETRA rule book in the mail...the 1991 rule book! Lest you think that there's some advantage to getting it out just about after all the races are over, think again! It's late! Read it quick, before they change the rules again (which happens in only a couple of months). □

CONGRATULATIONS PETER RUGGIERO !



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SILVER MEDALIST



At the 66th annual International Six Days Enduro held in Povazska Bystrica, Czechoslovakia, Peter put on an impressive performance: earning a Silver medal, being a member of the Top American club team (The King Philip Riders), and placing 3rd American 125cc rider.

"Six Days" riders are tough on parts and equipment; they demand the best and choose only those that they can rely on.

Peter knows who to call when he needs top quality parts and accessories on time for his next race.

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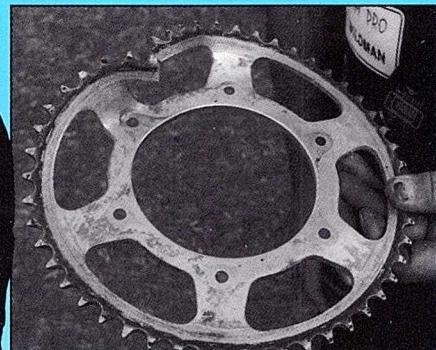
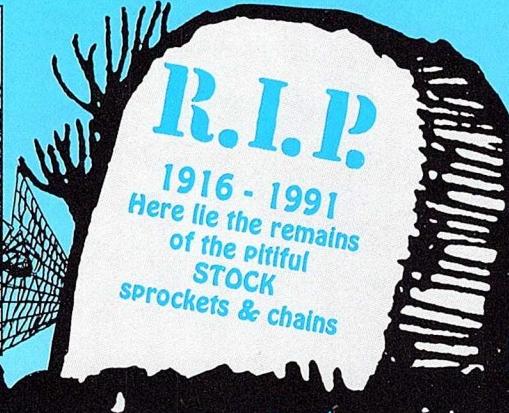
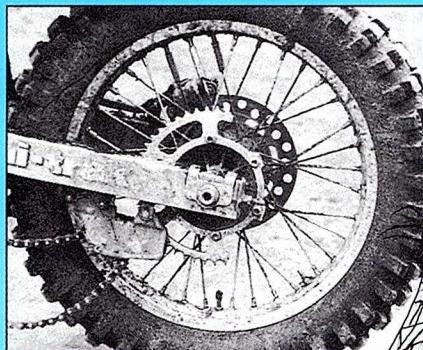
THE TRUTH ABOUT STOCK SPROCKETS

Virtually all **Stock** Honda, Yamaha, Kawasaki and Suzuki sprockets are made by one giant Japanese company named **Sunstar***. They advertise about the "latest development in press technology". Translated into American, this means they "stamp" or "punch out" their sprockets on huge punch presses. It's much **cheaper** and much **weaker** than precise machining.

*Sunstar™ is a Sunstar Corp. Trademark; D.I.D.™ is a Diado Corp. Trademark

THE TRUTH ABOUT STOCK CHAINS

"Stock" chains for Yamaha, Honda, Suzuki and Kawasaki are made by another well-known Japanese giant. They spend a fortune advertising race wins. However, even the team mechanics will tell you they have to **replace the chains and sprockets every moto**. Some race teams don't even use "stock", production chains or "stock" Sunstar* sprockets. **What does that tell you?**



This stock sprocket only may have cost as little as \$32.59. A real bargain if you can ignore the additional expense of repairing the engine case, chain guide, wheel hub, etc. Not to mention the hassle, aggravation and lost riding time.

STOCK
IS
DEAD

This is a typical example of a **stock sprocket failure**. Note that it broke into the "punched out" area of the sprocket. Ask any machinist and he will tell you that "stamping" out metal is actually "tearing it apart". But it's cheaper than machining!!

READ WHAT THE MAGAZINES HAVE SAID FOR 11 YEARS ABOUT STOCK SUNSTAR* SPROCKETS, STOCK CHAINS AND SIDEWINDER SYSTEMS

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"All of the stock CR sprockets wear out quickly. The **stock** sprockets are made of an aluminum just a tad stronger than butter. SideWinder's sprockets last three times as long."

DIRT BIKE - YAMAHA TEST

"The chain is a normal D.I.D.* item which stretches quickly - keep an eye on it."

DIRT RIDER - HONDA CR250

"We replaced the standard chain and sprockets simply because they were dead. The Krause Racing Chain is unbelievably strong."

DIRT RIDER - SUZUKI RM250

"Krause Racing's SideWinder Drive System, both chain and sprocket, seem to last forever."

DIRT RIDER - KAWASAKI TEST

"The one cheesy point was the stock chain." "The stock chain died before the stock rear tire did!"

DIRT BIKE - SUZUKI RM125

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DIRT BIKE - SUZUKI RM250

"Sprockets wear out quickly on all of the RM's"

DIRT BIKE - HONDA TEST

"Expect very little life out of the rear sprocket."

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"The SideWinder chain and rear sprocket have about a jillion hard miles on them and are still working great."

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MAIL ENTRY

ACT RESPONSIBLE

Dear Trail Rider,

I am wondering if I am just getting old, or are people losing touch with the idea that we (the people who go to enduros) are on display the whole time we are at these events. We all know that motorcyclists still have a bad name, but as hard as we try to change that image it must take 10 rights to recover from one wrong.

The thing that bothers me is at several events this summer there are some people among us that find staying up all night drinking and raising hell the thing do to. Is this a good image? Does this help us ride better or faster? I for one recall a recent run in New Jersey where a group of people stayed up until 4:00 am with 2 car radios, both on different stations blasting as loud as they would go. Several people went over to try to reason with these people, but to no avail. In fact, some people were afraid to even try to talk to these people!

What about the people who live in the house about 200 yards away? If you owned the ground we camped on and we kept your young baby, or even you or your spouse up till the early morning like this, would you invite us back? I would think not! What about the people who want to ride the event on Sunday? I think they

all deserve the chance to sleep, don't you? With all the clubs losing land nowadays we have to set an example! We are not hell raisers, but one bad apple CAN spoil the whole event for next year! Maybe the answer is to have an 11:00 quiet time rule or disqualification will result. It stopped the pit racers!

In just about every event the start is on a road. Some are dirt or stone and some are paved. When you're at the starting line several club members will tell you "there's a reset down the road" or "take it easy on the road, you will have plenty of time before the first check." What are we thinking when our minute comes, and after all that pleading by the club, some of us still go up that road wide open throttle. Why? Riders tell me "I have to clean the engine out." Come on people, the worst thing you can do to a semi-cold top end is run it wide open! In the events where we start into a tight wooded section why don't I see all these two strokes sitting on the trail with fouled spark plugs? They seemed to clean out just fine without racing up the neighborhood street.

If you read the AMA rule book, it says "an enduro is not a race." We have to get rid of that impulse to race on the roads. At the next enduro when you are on the roads, take notice of all the people who are watching you. Chances are they

are not really spectators but the people of the town and the land owners who will invite us back. Remember, they have nothing to lose by saying "no, you can't use my land next year."

When you ride your next enduro, remember to be courteous to the other campers and PLEASE slow down on the roads. There are always chances of a car coming the other way, and the laws of physics state they will win every time. Besides, it may be the person who owns all the land you are about to ride on all day!

A Concerned Enduro Rider
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UNSOLICITED PRAISE

Dear Trail Rider,

We have found that our event ads run in TR to be very effective in promoting our events over the last few years. In fact, last year 20 to 25 percent of our entries were submitted on TR forms (from the magazine ad). Maybe we shouldn't print so many of our own entry blanks! Advertising the Moonshine enduro has been so effective, that this year we expanded the campground to handle the volume!

Keep up the good work.
Jamie Theurkauf
Valley Forge Trail Riders



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THE REST OF THE WORLD

NATIONAL TENSION

It seems we spoke too soon about our old friend Kevin Hines last month. We gave him a hard time about winning the Texas round of the National Enduro Championship; apparently he wasn't finished. At the very next race, in California, Hines overcame severe dust and a totally whipped bike to take the win once again. "The dust doubled our scores out there, without a doubt!" said Kevin in a phone conversation the Monday following the event. From what we could gather he basically uncorked it right from the start, knowing that the dust and heat was going to be a major factor.

It was a good strategy, since he convincingly beat his competition; with Randy Hawkins finishing in fifth place and Jeff Russell, current points leader, ending up way down in 16th or so. The major excitement didn't start until after the last check, though. Apparently, Hines had sucked dust and crud into his engine, enough to cause it to seize after the last timed check, but before the observation check at the finish, some five miles away. Kevin knew he had an hour to get to the o.b. check, so he jumped off the bike and wrestled it up to the top of a hill. Once there, he changed the spark plug—which was full of chunks of metal—and tried to bump-start down the other side. It didn't work, so he did it again, finally being rewarded with a bike that would run at 5,000 RPM only, and even then like it had a tennis ball jammed in the carb. He limped into the final control with less than 15 minutes to spare, and went home with the overall trophy.

The finishing order really changed the points standings, although we don't know what's official at press time. Suffice it to say that it appears that Kevin is in second place for points, Jeff's still leading, but not as comfortably as he was, and Randy only has a chance if Jeff gets struck by lightning. Of course, the way this season has been going, we'd suggest that Jeff make sure he isn't grounded these days, just to be safe!

NEW ROUTE SHEET

Alan Randt, star of the ISDE chase team and owner of Enduro Engineering, has come up with a new route sheet holder for all us enduro and dual sport guys. Al's holder is a little bit wider than "adding machine standard," so you can fit those odd things the clubs without typewriters come up with. The clear top snaps on with a couple of robust molded-on clips, and has a two-line magnifier built in. The knobs are plastic, and it takes all you can muster to get the top off bare-handed, so you may not lose it. Al's selling them for \$22.95; you can call him at (517)393-2421.

GNCC STANDINGS

With one race left on the calendar, Kawasaki rider Duane Conner is leading the points in the

National Cross Country Championships. Duane, who has 164 points, is followed by fellow Kawboy Terry Cunningham (157), Honda's Scott Summers (154), Jeff Russell on his KTM (147), and Doug Blackwell (136). The points are definitely close enough that the last race, the Volunteer 100 on November 10, is really going to count. That is only a week or so away, so we're waiting to hear the finals. Tommy Norton, by the way, is sitting in sixth place overall right now, on total points.

WATCH OUT

According to the SVIA newsletter, western Pennsylvania's Keystone Off Road Riders have reported several spiked boards found on popular ORV trails. Someone out there is trying to flatten your tires, folks; and it's not that difficult for them to get the brilliant idea to stretch wire or cable across a trail, so watch out. We shouldn't have so much of this trouble this winter (too cold for eco-terrorists), but this spring may find us with a whole raft of trail-spikers on our hands. It stands to reason—as the economy gets worse and worse, we'll have more and more people with nothing to do, hanging around, looking for somebody to hate. A person in this mindset *really* hates to see people enjoying themselves, so stay on your toes.

MAX MUD

If you absolutely hate wrecking your riding gear every time there's a muddy hare scramble or enduro, what you may need is the Max Air Mud Suit. This one-piece, strong nylon jump suit is treated to resist water and staining from mud. It's roomy enough to go right over your chest protector, and you can easily slip it on while you're wearing your riding boots. The Max Air suit closes with a zipper in the front, it seems, and snaps on the legs, and is available in blue with red trim and red with blue trim. Normal retail price is \$159.95, but to kick off sales of this new product, Max Air is offering the Mud Suit for \$139.95 for the next 60 days. Dealer inquiries are welcome. You can find them at Max-Air Racing, 11910-C Meridian East, Suite 235, Puyallup WA 98373; (206)840-4383.

ULTIMATE RIDE

Great Motorcycle Adventures is planning what may be the ultimate dirt bike tour. They are

putting together a ride from Laredo or El Paso, Texas, all the way to Tierra del Fuego at the southernmost tip of South America. The trip will take ten weeks or more, and they already have a number of riders interested in the ride, including Leroy Winters and John Penton. They plan to make the trek sometime during the 1992 or 1993 riding season; a firm date hasn't been set yet.

Interested? Call them up. If you have experience along this route on a motorcycle, they definitely want to talk to you, especially if you're familiar with the Darien Gap in Panama. Call them toll-free at (800)642-3933.

BOOM YEAR

Edgell Expositions, the folks who put on the annual dealer aftermarket show in Cincinnati, are reporting that show space is selling like wildfire, compared to what was happening last year. Pre-registration by dealers is running 50 percent above the 1991 figures, and there are 40 percent more companies signed up to exhibit so far (remember, we're talking about pre-entries, not totals). This bodes well for the state of the industry next year; hopefully this motorcycle business will start to recover and all the dealers and small manufacturers that (try) to make a living from dirt bikes will be able to make a few bucks and enjoy life for a change.

ANNUAL MEETING

If you ride hare scrambles in the eastern Pennsylvania area, you may be interested in knowing that the AMA District 6 annual sanction meeting will be held on December 1, 1991 at the New Villa Inn in New Cumberland, PA. The meeting starts at 10 A.M., and if you're interested in promoting a hare scramble or volunteering the use of your land, plan to be there, or contact District 6 at P.O. Box 554, Lebanon PA 17042; (717)272-6896.



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Do you have a basket case Yamaha XT350, from 1986 or later? Or maybe one that's in one piece, but suffering from a dead engine? If you'd like to see it go to a good cause, get in touch with us at (609)953-7805. We want to buy such a thing, and then make it into the Ultimate Dual Sport bike. Why the XT? Because they are basically good machines, there's a ton of them around, and they're old enough that anybody can afford to fix one up and go dual sporting. Call us if you've got any leads for us.

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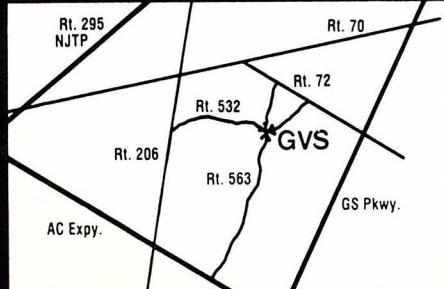
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CLOSED TUESDAYS

VICTORY IN CZECHOSLOVAKIA!

The American Junior World team puts it all together

Edited by Paul Clipper; photos by Eric Nikamp, George Marrer, and Alan Randt

Povaska Bystrica, Czechoslovakia 9/2-7
 By now, if you're a fan of this sort of thing, it should be old news that the U.S. Junior World team won the coveted Silver Vase at the ISDE in Czechoslovakia this year. Steve Hatch, Chris Smith, Jimmy Lewis and David Rhodes led the team to victory, but not without some rocky going along the way. They started out the week in good shape, then lost ground when Smith had trouble in a special test, then clawed their way back to the top while all the other teams fought a war of attrition with the Czech countryside. The World Trophy team didn't fare so well, with a few small troubles knocking them back to eighth place, finally, and the best American club team finish was the King Philip Trail Riders team, right from here in New England, of riders Peter Ruggiero, Ron Lawson, and Ray Davis. They finished 12th team overall.

The Manufacturers Trophy went to Husqvarna Italy, with a team of Kari Tiainen, Paul Edmondson, and Sven Erik Jonsson. The World Trophy went to the Swedes, with a team of Jeff Nilson, Jochim Hendendahl, Sven Erik Jonsson, Dick Wicksell, Kent Karlsson, and Bill Andersson. These guys, aside from having way too many *esses* in their names, are arguably the fastest, toughest riders on earth, and if they came over here and got used to our way of doing things, they would lay waste to our Qualifier and National Enduro series. Karlsson had the best score of the team, winning the 350 Four Stroke class every day overall. Frenchman Stephane Peterhansel was the overall winner of the ISDE, just four points (seconds) ahead of Czech 500cc class rider Libor Podmol. For comparison's sake, Steve Hatch was 288 seconds off of Peterhansel's score.

One of the reasons the American Junior World team could do so well is the limited status all the ISDE competitors put on the Junior World. There is so much hoopla surrounding the World Trophy teams that the Juniors are shunted way to the side of the spotlight, and they remain there until the event is half finished. Once everybody realizes that there's only one team that is going to win the World Trophy—and that team usually isn't one from *their* country, suddenly the attention is shifted and the formerly ignored Junior World teams become a Great Big Deal.

In other words, with the European countries espe-

cially, it is not a particularly huge honor to be on the Junior World team, but it's a monumental triumph when your country wins. Basically, until the finish, being a Junior World rider isn't even worth a free cup of coffee at a local restaurant. Many of the Americans have always recognized this fact, but we've never really done anything about it until this year.

Before the trip over to Czech, the underground word was that the Junior World team was going to get the bulk of the support, in an all-out effort to win it. We knew we had riders capable of winning, and with only four people to manage it can be a lot easier to minimize the misfortunes and keep an eye on the riders. The AMA knew this, and so did most of the support personnel. The only people who wouldn't go along with it, given half a chance, was the Trophy team; but even they came around after three or four days of racing.

But that was to be expected. It has always been a

Team, and then being asked to serve as chase riders for the Junior World riders, after a few days had passed. It had to be a nasty blow to the guys on the bigger bikes (ISDE riders start in order of engine size, so if you're on a small-displacement bike you miss most of the dramas happening behind you on the course). To their credit, the Trophy riders seemed to accept this fate, especially after a few setbacks pushed them way down on the results, and they rallied to help out where they could.

One other thing that needs to be pointed out is that we went into the Czechoslovakian event knowing we had the best chance of winning *something* there. As much as our guys would like to think that we like terrain that is relentless and tough, last year's event in Sweden proved that theory false. It was as tough as you could imagine, and we sucked eggs. Czechoslovakia, on the other hand, puts on an event that is right up our alley, on terrain that is similar to what



The victorious Junior World team, once the partying started. From left: Steve Hatch, Jimmy Lewis, Team Manager Alan Randt, Chris Smith, and David Rhodes.

status position, being on the Trophy Team. Much back-room talk and many heated meetings are usually endured picking the Trophy riders. Lots of politics, and plenty of ego is involved in the decision. It used to be that influence from a major manufacturer played a big part, but since Suzuki and Kawasaki have decided that after the qualifier series is over they have no interest in the Six Days (they can't *win* the Six Days, but they can do mighty well in the qualifiers), they haven't been interested in the decision process. Honda and Yamaha gave up on the American ISDE effort long ago.

So, here it was, being Top Dogs on the Trophy

we'd find here in the States: fast two-tracks, good woods trail sections, and, if it rains, a lot of horrible mud. Our best guys shine in fast mud—which is what Czech is—not technical, ugly, boulder-strewn mud, which is what they found in Sweden. The Czechs lay all this fast trail out with a little bit of emphasis on the trail sections—but not too much—because they know that most of the rest of the world chokes on the trail. We, of course, do much better in the woods than on the MX tests.

Finally, we all knew it was possible because we all but won the Six Days, the last time it happened in Czechoslovakia, and this years running took place on



Top American rider Steve Hatch shreds a turn on a Czech grass track. Steve had no problems and rode like the wind, leading the Junior team to victory.

nearly the same trails. Our Junior riders had no familiarity, of course, since the last event was in '82, but they've heard all the stories and certainly picked up a little bit of help from the few guys who rode it before—regardless of whether the advice helped. Since the terrain already favors the American riding style, all you have to be is American, and you were dialed in to what it took to ride it properly.

Stop me if I seem to be going off on a tangent here. Anyhow, since *Trail Rider* was conspicuous by its absence at the ISDE this year, we polled a number of the riders and just had them fill us in, mini-interview style. It was easy, and it was fresh, at the time. Hines called in as soon as he walked off the airplane in New York, Drew Smith called as soon as he got into his house, and we talked to the rest of the people mostly within a week of the event. Maybe from this, and the results listing, you can get a feel for what the course of the event meant to the different people, as it happened and soon afterwards. The full story of the event is huge, of course, and will never be told here or in any other magazine because of space limitations. Everybody who goes to the Six Days could write a book about it, and much as we'd like to read it all and print it, we're going to have to be satisfied

for what we can squeeze in here.

Just like any other race, where all these guys are normally competitors, there's a hugely different viewpoint, depending on whether you were on the winning team or not. And, once the ticker-tape parade is swept up, there's a gang of local rides to finish off before winter, the National Enduro series has yet to be decided, and there's even one round left in the AMA Qualifier series! So, as big of a deal as this might be, the glitter fades rather quickly, but we'll go into the FIM record books and everybody will be gunning for our Junior team next year. And it'll feel so good being on that side of the fence for a change!

Kevin Hines

So what did you think of it?

"It was easy, actually—it never rained! It was dry, dusty and hard-packed. It looked like southern California. There was a little less trail than the last time; it's just completely different there without the rain. We got smoked on the special tests because of the slippery, slimy off-camber grass tracks that none of the Americans can ride because we never ride that sort of stuff. Then the terrain tests were hairball fast two-track trails, up a mountain and down the other side. If you made one mistake, you were dead."

How did the Junior World team do so well?

"Because of other people's misfortunes, actually. The Czechs were leading it by a landslide, but one of the kids on their team broke a collarbone in the special test, right in front of everybody, where they couldn't switch riders. And then the Czech Trophy team lost Bubba (Posledni), when his transmission exploded and blew a hole right through his engine cases. I guess Sven Erik (Johnsson) came up to him earlier in the week and said "Your chain's too tight!" and Bubba just said "Yah, yah, yah..." and it was just enough strain on the cases where he finally pulled them apart.

The Junior Swedes, well, a couple of their riders got lost, along with Dave Bertram and Bubba. They lost about six minutes on the trail. That put the Junior Swedes out, the Italians crashed their brains out...our Junior riders aren't nearly as fast as these guys, but that's the Six Days—we hung in

there, we rode smart. Chris Smith broke a chain guide in a special test on day two, and he had to take it off to get going, which cost him a couple of points. But aside from that, those guys rode really well. Steve Hatch really did well, real well. He put it all together, and was fastest American rider. He beat me by 13 seconds for the week. We were real close, I didn't unplug it so much on the terrain tests, where he did a little. I also crashed a few times, from getting sleepy on the trail—the riding was so monotonous. It wasn't my type of event, where it gets real tough and you have to slog through it. But all in all...we got seven gold metals, and I was one of them so I'm happy with that."

I heard they canceled the final moto?

"The 80cc class went out and ran it, and it was so dusty, and so dangerous, that Edmundson, the 125 rider, was on the line with his class and just said 'No way, I'm not going to race it!' and then he got all the guys to pool in with him, and they canceled the final moto.

"They didn't want to cancel it—they were trying to get water trucks in there and everything—and they had about 15,000 spectators, local people who all had to pay to get in there. It was ten kroners to get in,



Drew Smith works on his bike in a morning work period. Drew picked up a silver medal in the 350 four-stroke class.

which is a lot of money to the Czechs—it's only about 50 cents to us. They wouldn't refund the money to the people, and I thought there was going to be a riot. If that was in America, there would have been a full-blown riot."

So do they have any 7-11s in Povaska Bystrica yet, since the fall of the Iron Curtain?

"It looks just the same, Paul. It looks like about 1952 in America. I don't think the people are any happier, at all. We had some real good experiences, fun with the people and all that, but I don't think it's much different. I don't know; I think now they get to see the outside world, and now they're just a little more sad, since they can't have what the outside world has, the people are so poor in comparison.

"It'll take 30 years for freedom to make an impact on Czechoslovakia, but I think you could take Czech and really make it into a popular tourist spot, because it's still really cheap to travel there. You can get a good meal there for three or four bucks, and the country is so beautiful.

"One night (before the start), we went down and spent the night in Budapest, Hungary. It's a pretty cool place; we went down and hit all the wild bars, drank beer and had fun. Budapest is a pretty metropolitan city, and you can travel so easily there now. The crossing from Austria into Czech is just a passport control now, they took out all the barbed wire, the gun towers, everything."

Drew Smith

I heard the Vase team won, led by Chris "Rats and



Steve Hatch (190) works on his bike while Chris Smith and Dan Nielson do the same in the background. In the ISDE, riders must maintain their own machines without assistance, and there is a limited number of parts you can replace during the event.

1991 International Six Day Enduro
Povaska Bystrica, Czechoslovakia

American Results

World Trophy Team 8th place, 4665.77

Kevin Hines	250 Suz	18th, 4580.07	Gold
Randy Hawkins	125 Suz	8th, 4583.08	Gold
Kelby Pepper	250 KTM	66th, 4652.34	Bronze
Fred Hoess	500 Hus	42nd, 5167.01	Silver
Dave Bertram	500 Suz	39th, 5044.39	Silver
Drew Smith	350/4 Hbg	21st, 4902.86	Silver

Junior Trophy Team 1st place, 2095.57

Steve Hatch	250 Suz	15th, 4556.17	Gold
Chris Smith	250 KTM	55th, 5532.65	Silver
Jimmy Lewis	125 KTM	10th, 4601.37	Gold
David Rhodes	350/4 Hbg	11th, 4620.80	Gold

King Philip Trail Riders 12th, 2290.74

Peter Ruggiero	125 KTM	39th, 5231.51	Silver
Raymond Davis	250 Suz	39th, 4916.18	Silver
Ron Lawson	250 KTM	45th, 5012.85	Silver

Richmond Ramblers 20th, 5501.41

Dan Neilson	250 Suz	22nd, 4596.68	Gold
Richard Mathers	250 Suz	77th, 8623.83	Bronze
Jonathon King	125 Suz	18th, 4754.40	Gold

Lobos M.C. 27th, 18838.88

Jeff Odom	125 KTM	22nd, 4850.97	Silver
Blaine Ostafin	125 Kaw	DNF, Day 6	
Rob Riley	500/4 Hbg	25th, 6144.23	Bronze

Salt Fork Dirt Riders 46th, 79111.30

David Bowers	250 Suz	68th, 6478.79	Bronze
Lyle Duronso	250 Suz	59th, 5872.05	Silver
Gary Doerr	250 Kaw	DNF, Day 2	

Bent Wheels Riders 50th, 91102.71

Jeff Fredette	250 Kaw	28th, 4719.40	Silver
Jason Dahmers	500/4 Hbg	DNF, Day 1	
Paul Krause	500 Kaw	32nd, 4904.47	Silver

Merced Dirt Riders 17th, 3821.17

Tom Webb	500 KTM	35th, 4950.53	Silver
Shawn Hybarger	500 KTM	55th, 6646.14	Bronze
Doug Jones	500 KTM	38th, 5017.34	Silver

Daytona Dirt Riders 38th, 61817.34

Bruce Field	250 Hon	42nd, 4947.56	Silver
James Gray	250 Yam	DNF, Day 3	
Curt Wilcox	500/4 Hon	14th, 4869.90	Silver

"Bones" Smith.

"World champions! Well, I don't know, I think it was pretty much a team effort; man, it was great! I tell you, it was so exciting to be there when we were actually doing something for a change. It was fun, it was great!"

Did you have to change Chris's tires for him?

"No, man; he was hacking' and slashin' at everything; he had no problems. He's a brute, you know."

How did he lose his time on the second day?

"There were a lot of ruts in the trails, because they've used those trails so many times, and especially in the special tests—he lost his time in the special test. He bent his chain guide sideways, and just had to try to straighten it as best he could. But he bent the guide so bad, and he used one of those really stout aftermarket guides, the ones you can't bend back when you do bend them, and that was the big problem. He was trying to get the bolts out of it



A typical Czechoslovakian grass track special test. Tell me you wouldn't love to spend the whole day barrelling around this course! This is the part of the event in which the Europeans really shine, and we, in comparison, aren't that good. Our team should practice at the King Philip hare scrambles; then they'd be right on it!

so he could bend it back...so he was losing time in the special test, and it's like getting a double time penalty—the clock is running on the special test, plus you're losing minutes on the trail!

"So he lost some minutes there, but they started out right in the hunt, man! I think at the end of the first day they were third, or fourth, but they were right in there, a real dog fight, right from the beginning. They dropped down a bit after Chris lost his time, but then, as the week went on, all the other teams just started cracking up. Every one of them had a major time loss, or bike failure, or something like that. I mean, there was still a couple of teams that finished with four members, but our team just hung toughest.

"Every one of our guys had real competitive scores. Chris moved way down on the standings after his chain problem, but when you looked at his daily scores, he was beating everybody else by 45 seconds or so in the special tests, so at that point he was moving up fast."

So how did you do?

"Hey, I did good, man! I got 21st, and I think there were 56 riders in my class. It was a smooth ride for me. I had some trouble; I had trouble getting a front Mousse on, and I clocked the bike in one minute late one day; I lost a little bit of time and I missed a gold by about 100 seconds, and if I didn't lose that 60 seconds I may have been able to get myself motivated, you know? But in the Six Days, you don't get anything back, once you lose it."

"But I had a good ride, and I rode the Husaberg (for the first time), and it is an excellent machine."

So did the rest of your Trophy team do all right?

"No, Freddy (Hoess) lost time with a flat tire, Dave Bertram didn't get his time card marked in a check on

the second day, and he actually got disqualified from the event. They were able to verify that he was at the check though, so they put him back in, but then Dave got lost with some other guys, and had other problems too, I think. Dave had a tough week, man."

"Then Kelby Pepper, I think it was on the fourth day, he crashed really bad and absolutely shredded his bike; lost time getting it back together, and then on the last day he lost an ignition...but those chase riders did a hell of a job—Alan Randt has to be the best Six Day chase rider in history!"

So what, did Kelby find an ignition left over from the last Six Days out on the trail?

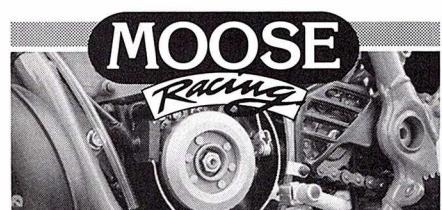
"Compliments of Al, I guess. 'Ignition, complete,' just like the parts books. Hermetically sealed."

So they canceled the final motocross?

"Hey...after the Czechs realized they weren't going to win anything, it seemed to me like they just wouldn't get their asses in gear, you know? They had to know they had dust, first of all! They could have watered the track the day before, you know; started putting some of these things in motion. All they would have had to do was cut out one hill—this hill was a tenth of a mile down, three inches deep in silt. It was obvious as the nose on your face."

"So they did run the final motos, but they didn't count the times—so they didn't mean anything. So I'm riding my moto, and coming down this hill in the dust, I go from about tenth to fifth, but I've got bikes passing me with no riders on them! It was incredible, and every single moto was like that! They could have cut over halfway up the hill and cured all the problems, but I just think they didn't care, because they weren't going to win."

"A lot of guys didn't run the races, but we ran ours



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man! It's Six Days! You gotta finish the test!"

Chris Smith

"It was the greatest experience of my life. It was a ball!"

Drew said something about an engine switch....

"Yeah, it wasn't any really big deal. When I got the bike (250 KTM), it had some kind of problem with the bottom end sealing up; it wouldn't hardly run at all. So we wound up switching engines the morning of impound. The new motor worked pretty good, but then the lighting coil turned out to be bad on that one, so we had to switch the ignition at the last minute.

"But we got the bike impounded, and it ran really good in the beginning of the week, but then at the end of the week it started getting a little shaky. By Friday (day five) it was kind of seizing up on me a little bit, so I had to start babying it a little. If I ran in the powerband it wanted to try to seize, so I had to just torque it around and baby it.

(Those who have never witness Chris Smith's wide-open, brutal riding style don't realize that it's a miracle that a bike—any bike—lasted through six days of hammering under him. Take our word for it.)

"But that wasn't really any problem; I wasn't losing any time, and actually still moved up a little, even at the end. The big problem came on day two, when I broke down in the terrain test. I hit a deep rut, and I bent the chain guide in, and it wound up breaking one of the inner links of the chain. I figured that would be it for me, I figured I'd be pushing. I ended up having to break the chain guard off of there so the chain would stay on the sprocket, and I limped in, but working on the bike right there in the terrain test I probably fell right to the back of the 250 class. I kept getting more consistent times later in the week, though, and I moved back up to silver, anyway."

How did you approach the tests? Did you just unplug it for each of them?

"Not really. Especially the first day, I was really kind of mellow. I didn't know what to expect, but I had so many different opinions from people, telling me how to ride the Six Days, I didn't really know what to do. So I took it easy, then on Tuesday it broke down, and I came back on Wednesday and rode really hard. Wednesday we did really well, we were the top Junior team on Wednesday, time-wise. After that we moved into first place, and then it was a matter of getting consistent times rather than worrying about your own self."

Did you guys (the Junior World team) ride as a team then? Was there a lot of communication between the four of you?

"Absolutely. I think that was one of our big advantages; that we really worked together well as a team, and didn't think so much of our own personal scores. Steve Hatch was a minute behind me, so I had constant communication with him. Jimmy Lewis was in front of me, so I heard a lot about him during the day...you know, through the grapevine, we pretty much heard about each other all the time."

Did you do any partying afterwards?

"Oh man, we had a huge party at one of the local discos, it was great. We went to closing ceremonies and accepted the vase, got a bottle of champagne and popped the cork off into the crowd and all, then trooped down to this disco that was just down the road from the stadium. We were partying with the Swedish Trophy team, and somebody was buying bottles of champagne and we'd just keep blowing them off into the crowd out on the dance floor, spraying everybody down, man it was a ball!"

So you got out of the country in one piece?

"Thank god! Czechoslovakia's a nice place to visit, but that's about it. The one positive thing was that we were Americans, and we could do anything we wanted. They really love Americans over there! The food was just barely edible, compared to what we're used to, but it's not a dirty place or anything...it's definitely not any dirtier than New Jersey; I'm from Jersey, and it

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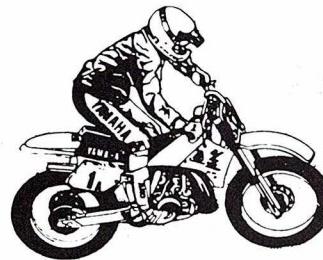
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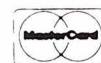


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Ray Davis blasts off from a special test start on the edge of a village. The Czech spectators love everything about motorcycle racing; they can find nothing wrong with running a race right through the back yard!

seemed nice to me!

I'd like to do it again, it was a lot of fun. The Junior team may have a better chance, since there's only four people to have to keep track of, but I'd ride on either team, no question!"

Peter Ruggiero

How did it go for you, as an ISDE rookie?

"Well, I had a room with Hines, that was a tragedy in itself; he was busting my stones all week. He was having fun with me, actually we had a pretty good time. He said I ate far too much, and bought far too many postcards and wrote far too many letters."

What did he do at the same time?

"He did none of those things. He did buy out the crystal shop; he bought like every single piece of glassware in this crystal store down the street. We snuck off to Budapest for a day and night, had a pretty good time. Went to a beer hall down there, and got to meet the mafia of Povaska Bystrica; they wanted to meet the national enduro champion of America; they wanted to meet Kevin...this was about 1:30 in the morning in the beer hall, and they decided they should meet him. I thought they were going to kidnap him.

"It was rather interesting. The layout wasn't difficult, but the trail pace would wear you down, but wouldn't destroy you. It was very, very tough terrain, just like the Berkshires, except the mountains were much bigger. Slimy, slippery, rocky and hilly; real fast though—you come out of the woods into a potato field and that's it, you'd be tapped out. Even the

were't having any difficulty going through some of the mudholes. There were other strange things. I nearly got taken out by two Italian team members; they were riding behind me, and started to set me up—one moved up in front and one in back; the front one was going to block me while his partner t-boned me, but I had been warned to watch out for this sort of thing. So I saw a little jagged rock and I hit it and bounced out of my line, while the guy in back blew it and rammed his partner! When they came into the next check, one of the guys was all banged up and both of their bikes were twisted. I gave them the one-finger salute, and demonstrated that I'd break them in two if they tried it again!"

"I'm not sure why they do that, but we'd been told that some riders like to gang up and take out teams that are doing good, and we were apparently doing too good for them. The King Philip Trail Riders' club team was the top American club team, by the way—Ray Davis, Ron Lawson and me. We were ripping!"

"We had some trouble with injuries, though. It seemed like if you crashed, you got hurt, that's how fast it was. I think we had five DNFs from broken bones. Gary Doerr got hurt; he high-sided himself on a hill and broke all kinds of ribs and banged himself up. He got CAT-scanned by the Swedish or German mobile team, and they said "Hey, you're not dying." That was interesting. Fifteen minutes into the run, Jason Dahmers body-planted himself and broke his collarbone. Must have been heartbreaking."

"They gave us some bad-ass hills to climb, too. I'd start at the bottom in third, pinned flat-out, bouncing

woods trails would be fourth or fifth gear, riding wide open.

"And then the locals would be sabotaging all the mudholes and stuff. One guy threw a log at me, when I went into the mudhole. I didn't see him do it, but it went between my front and rear wheel and kicked up the back end wicked, and I'm like "Whoa! What's this?" Then they were blocking mudholes and forcing you to go through the worst part."

Now, do you think this was because you weren't a Czech, or because the Americans were winning?

"No, I think it was because the people were bored, because we

six feet off the line just hoping that when I got towards the top I'd still be able to pull first gear. Meanwhile, the whole hill is lined with Czech spectators blowing horns and chanting "USA! USA!"

Could you imagine those hills with water running down them? All mud? That's what put most of our guys out of the '82 Six Days, those same hills.

"If it ever rained, hardly anyone would have finished. It would have been a miracle if they did. Kevin was telling me about that, he remembered them. I couldn't imagine it. As it was, we had to boogie to get to the checks on time. Each day, they'd throw two tight checks at us, where it was all you could do to get to them with a minute left in your grace."

So did you have any bike trouble at all?

"Not a lick. KTM supplied me with a hand-built bike over there; a special Six Days bike. They had special pipes on them, brakes, handlebars, motor work. They just worked superbly. Everybody who had one of the factory-supplied 125 KTM's had no mechanical problems whatsoever. There was a noticeable difference between this bike and the bike I qualified on. The workmanship was much better than a stock bike, power delivery was slow—it had a heavy flywheel on it—but it had a wicked motor. It would pull, and pull and pull! And they used that new suspension, the '92 suspension, and it was the most plush KTM I've ever ridden. I was ready to get beaten up, ready for the usual KTM/White Power stuff, and I found a little trail and tried it out and the bike was like a goosomatic, it was so plush! The White Power people were on



Kevin Hines set the second-fastest American time for the week, and brought home another gold medal for his collection.

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hand, and already said —You bring the suspension over, we'll set it up however you like it" but I rode stock, it was so good. And you know how picky I am!

"The KTM people had a hell of a setup there. They had three huge tractor trailers full of parts—whole engines, whole suspension sub-assemblies, everything. If you were renting a bike from them, anything you needed was taken care of, all the parts you could imagine, and the bike rental only cost \$1200 for the week. But we bought that bike, me and my sponsor, Gordon Razee. That bike belongs in New England!"

Steve Hatch

This wasn't the first year for you, was it?

"No, last year in Sweden was my first year. It actually went well for me last year, I was 21st in the 250 class and fifth American on the team, top American on the Junior team. It made this year a lot easier, having last year under my belt."

What did you think of the organization this year?

"This year we really had the support. Everybody who bought a t-shirt from the ISDE Support Fund and contributed in different ways, well, it really helped out. The Ride To Win fund paid for the four Junior riders, for the flight over and the car and hotel, so we didn't have to worry about how we were going to afford this. That took a huge burden off, and all we had to concentrate on was riding. People may not realize how important that is, how easy it is to be worried about money all the time you're over there, but it really helped a lot."

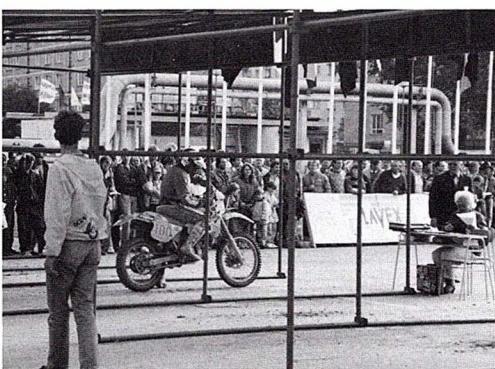
Was there additional support for the Junior team over there? We'd heard that the Juniors were going to get the bulk of the attention.

"That's basically true, we had hopes of doing well in the World Junior team; and when the Trophy team had problems it set them back, but they helped out immensely. They played chase riders for us, and any time we had problems they would be there to help out. Luckily, though, we didn't have too many prob-

lems once we got into the lead."

When did you first realize that the team was going to win?

"That's hard to say, but day four we ended up taking the lead halfway through the day when one of the Czech Junior riders crashed and hurt himself on the grass track. The ironic part is that it was a practice



Peter Ruggiero prepares to start a day, fenced in by the elaborate start/finish canopy. Peter did an excellent job as a 125 rookie, winning a silver medal.

lap for the Czech—they gave us a practice lap of the grass tracks—and it wasn't even a time for him to be going fast. From there, we took over the lead, and just started hoping for the best. I don't think any of the four of us counted on it until it was definitely over. Especially after last year. In Sweden we would have taken third Junior team, except that David Rhodes derailed his chain on the last lap of the last moto on day six, and the extra time knocked us down to fifth or sixth. So we weren't counting on anything this year!"

Did you notice any pressure from the marshals

once you were in the lead?

"Yeah, when we worked on our bikes during the ten-minute work periods the marshals were right there—they were watching every move we made and taking notes on what was wrong, so they could tell if we switched any parts on the trail. They also made sure nobody was helping us work on the bikes. Whoever is in the top three, they really watch closely."

"I never had a bit of trouble with my bike, but I wasn't surprised because Pete and the guys from Moose Racing stayed up with it for two weeks prior to the Six Days going over every inch of the bike. They did a great job! While I'm thanking people, I also want to mention Randy Hawkins, Charles Halcomb, Kevin Hines and Dave Bertram from Suzuki. They were so much help, and such a wealth of knowledge on the Six Days. They really helped shorten my learning curve!"

What made the biggest impression on you this year?

"I know that during the closing ceremonies, we were all standing on the stage and we had gotten the first place trophy, and all the people were standing and clapping, all the American support crew were cheering and everything, and they were waving the American flag. At that moment, the flag meant everything to me. It was a really patriotic moment, and I have a flag flying in my driveway still. When I look at it now, that flag has a lot of meaning behind it for me, and I'm really proud to be an American."

Alan Randt

You pretty much headed up the chase-riding effort. How did it go?

"Yeah, Mark Hyde was chasing Jimmy Lewis, and then Randy Hawkins was on the same minute, so he had double duty there; and then about 15 minutes back Kelby Pepper and Chris Smith were on the same minute, while Steve Hatch and Kevin Hines were on

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the minute together behind them. So basically I took care of all four of those guys. I was riding a 250 KTM to take care of Chris and Kelby, and I was carrying Suzuki parts for Steve and Kevin.

"Later in the week, when the Junior team started going good, we made arrangements with Randy that he'd always ride behind Jimmy, and Kevin would stay behind Steve, so the guys basically had double protection, with a Trophy rider chasing them as well."

We know Kevin very well here. Did he actually agree to follow someone?

"Yeah, he did! He was a little anxious, he didn't really like it much at first. I've been real good friends with Kevin for a long time, and I sat down and talked to him about it, and once he thought about it for a while he got into it. It actually wound up working out real well. Even when Kevin happened to be leading on the minute, he kept looking behind him and keeping an eye out for Steve. That's the kind of team work that won it for us.

"The only real trail dramas we had were, well, when Chris crashed on the second day special test and wadded up his chain. I knew he hadn't come by, so I jumped around and rode the whole section before once again, blowing past all the marshals that were trying to stop me. By the time I got to the start of the terrain test there were enough marshals there waiting for me that they were not going to let me go by, no way. So I ran around to the end of the test and they said Chris had already gone through, finally. That's what put us so far behind on day two, but really, other teams had problems, but our guys were getting such good test times that we were gaining 200 to 300 points a day on the other teams. Once the Czech team riders bailed in the test and broke his collarbone, that

put us in the lead for good."

So what happened to Trophy rider Kelby Pepper late



The final motocross was run as an exhibition only, because of severe dust. All our guys still raced it, though!

in the week?

"Well, he kind of had a tough week. He had problems with his bike even before the start, then on the same test as Chris, on day two, he lost an axle nut. He put a pair of Vise Grips on it and got to the end of the test, where I gave him an axle nut and plate to get him going again. Then on day three, he crashed real hard and bent his bars, broke his footpeg off and wadded his bike up, generally. But check by check, we kept getting him parts and replaced them all one at a time, so he got his bike fixed without losing any time. We figured we had everything handled by then, but in the last section on day six his stator went bad. I was riding down a section of road, right behind him, and came up on him stopped by the road. I had a stator in my bag, so we got everything swapped around, but he still lost a lot of time. Got him finished,

though. It kind of wrecked his week, because he had some good test times, but that's Six Days for you.

"We had some fun, though. Just like last year, in Sweden, they had a thing where one support rider from each country could go out with an escort and ride the course, to see what it would be like. We signed Mark Hyde up for that, but I went down there in the morning and snooped around a bit, to see what it was going to be like, and I wound up sneaking into the ride, saying I was from South Africa, so we both got to ride together all day. I figured if one of the Swedes could sneak in as a Mexican, I could be a South African, no problem!"

Was there any kind of animosity towards the Junior team, once it was winning? How was a potential American win accepted?

"It was really strange, because things definitely changed immediately. All of a sudden, all the press guys were coming over to us, asking us questions and stuff. The marshals were obviously on us like hawks, once we were leading. All of a sudden Franco Acerbis (president of Acerbis Plastica, a main sponsor of the event) was our best friend in the world, and he hadn't talked to us all week, but all the manufacturers were doing that; suddenly we were real popular.

"But everybody accepted it, everybody liked it a whole lot, the fact that we were winning. The attitude from all the teams was that it was a long time coming, and things were finally going our way for once. The Czech spectators seemed to love everybody, though. It didn't seem to matter whether you were winning or losing, they were just happy to see anybody on a motorcycle. It didn't even matter if you were a chase rider or a racer; I never did so many wheelies in my entire life!" □

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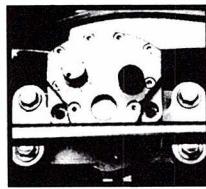
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By Paul Clipper

New Boston, MA 9/15

The last time I rode the Foothills Trail Riders' turkey run was about three or four years ago. I rode it with Al Walker, and we had one heckuva good time. The event happened to fall during a hot spell, but on the day of the ride we were greeted with cool temperatures and drizzling rain, and it was the most fun, wettest riding I had done all that summer. The FTR put us over some great single-track trail, too, and we would have been sorry to quit if Al's bike hadn't died about 80 miles in.

Ever since then, I've been wanting to go back, but since the run happens right in the middle of all the late summer/early fall riding lunacy here on the east coast, which just happens to be the time all the manufacturers release information on their new models for the coming year, and

Smiling Steve Kravitz, trail boss for the event...or president of the Foothill Trail Riders, I don't know which...was happy to see me there



Scenes from New Boston: taking a break on a powerline; buying coffee inside Hall's General Store; fixing a flat at the gas stop. It was pouring down rain, but we had fun anyhow.



it was impossible to go back. Last year I was determined to go, and something sidelined me; I think it was the flu.

Whatever, this year I was raring to go, and nothing could stand in my way; I had a great bike to ride, and was even hoping for a little rain, just like last time. The turkey run fell at a busy time, as usual, wedged between a trip to Ohio and one to California, but I didn't care, I was going no matter what!

And I did arrive, wonder of wonders. The morning of the event was cool and pretty much wet, after a light rain from the night before. It looked like it was bound to rain some more, too.

and promised that we wouldn't be bored on the first half of the run. "We've got some interesting trail sections to warm you up, and keep you warm until the gas!" he said, with obvious pride. "The afternoon is going to be easier, though. You'll get a chance to sit down then!"

I just love New England humor! Let's face it, when you're talking about New England or New York trail conditions, there's only one set of specifications. As my friend Jerry says, "It's ruts, roots, rocks and mud. We know it, we live it, we love it."

Every time I hit a bottleneck on a New England trail I think about the most popular line for a club event ad: "Fun, rideable trails!"

Well they are fun; they just happen to be difficult, that's all.

So I hooked up with Tom "Factory C" Dusault for the first half, and started out up on the tank and aggressive. Steve wasn't kidding. We went down the road and crossed in front of Tucker's Place, then took a pipe under Route 8 and hit the first rocky trail. Right away we were climbing, and a quick hill caught more than a few riders napping. Tom and I scrambled up the

hill, past a couple of stopees, and into the woods.

When we got well and truly into the trees, the roots started. This first section was just a hint of what was to come, but it was gnarly. I backed off to a safe pace on the Husky, while Tom roosted ahead. The roots were nice and slick, slimed over by last night's drizzle, and even the open trails were sufficiently greasy. We got our first break at about five miles out, and Factory C went back with a flat front tire and I looked for another riding partner.

I eventually hooked up with another four-stroke pilot whose name escapes me now, but we were pretty well matched. Together we attacked the rest of the run. Steve was just warming up in his first section; from five miles out until the gas stop we were treated to some of the most entertaining trails you could imagine. Not so much in the way of rocks, although there were a few stair-step/bottleneck/tip-toe trails along rock ledges that were definitely a challenge. The main thing we saw were roots, and there were sections that looked like they were laced with huge slimy wooden snakes; stuff you wouldn't even consider riding through, unless you didn't know any better or actually happened to enjoy it. We fit both descriptions, and since I hadn't fallen yet it was still a ball.

The halfway stop featured dueling general stores, where we tanked up at one and bought coffee at the antique lunch counter of the other. We also stayed around to help another group





NETRA turkey runs take you to out of the way places, like center-city East Otis; a place you wouldn't normally pass through on your way to any of the famous tourist spots.

fix a flat, and all the while the drizzle that had begun an hour ago worked itself into a full-fledged rain. Not the kind that stops and starts, or pours down for twenty minutes and then clears up; we're talking an all-day soak.

Some of the guys talked about going back, but our group hung tough. I had come expecting to ride in the rain, so I was perfectly content. I doubt if any of us had jackets, but it wasn't cool enough yet to really need them, especially

if the trail conditions stayed close to the same in the after noon. Nothing like a little work to keep you warm.

The afternoon may have been just slightly easier, but the downpour even things out. It was harder to see, in the rain, and some of the smooth sections were starting to get slimy, or waterlogged. Still, there were a few short stretches that made you feel like a hero, the riding was so nice. By about two or three we were back at the Legion post, loading up and getting changed out of sopping wet gear.

Although we were among the first finishers back, the pavilion was suspiciously crowded. My friend Vince was there, grumbling about a bike that quit working, and another group of guys came over asking if we "finished." Of course we finished, didn't they?

As it turns out, the rain and rough morning trails convinced a number of riders that discretion was the better part of valor, and that surviving to ride another day would be the more comfortable choice. They may have been right!

But I had a great time at the Foothills' run, and I know that the group I finished with was just as pumped about it. It's a great place to ride, even in the rain, and the FTR seems to have all the best trails cleaned up and ready to ride. You have to like a few roots to enjoy it, but this is New England, right? That's what we ride for!

Kudos to Steve Kravitz and the Foothill Trail Riders for another great event. If you like your trails technical, Jeff's Turkey Run is highly recommended. □

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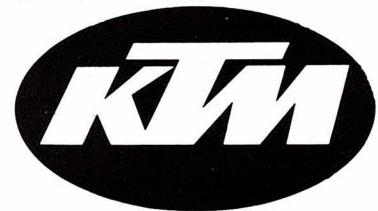


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BRANDYWINE ENDURO

by Will Rosenberry, photos by Patty Lorenson

Cross Forks, PA 7/28

Round 10 of the ECEA was held way the heck out in Potter County, PA. It was a long ride, but well worth the trip. The scenery along Route 80 when we crossed over the mountains was beautiful, and when we got to



The Lafferty Minute—guaranteed to strike fear in the hearts of ECEA competitors. Mike Lafferty took the overall, but he was riding on 4.

the town of Renovo I thought I had gone through a time warp to about 40 years ago. Finally, we got to Cross Fork, and the camping area by the fire house. Beautiful!

Have you ever seen all those "good old boys" pickup trucks with the front license plates that say "Potter County is God's country"? Now I



Gene Jost and Mike McHale, cutting through some open terrain at the Brandywine. Excellent enduro, great scenery!

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believe it; and the Brandywine Enduro Riders did their best to show us how beautiful it is off the beaten path.

Saturday night reminded us that the end of summer is inevitable with a chill that encouraged "early to bed early to rise." Sunday morning came, and off we went up a couple of miles of stone road then into the woods. Yes, there were some rocks here and there, but that's Pennsylvania. For you New Jersey riders who aren't afraid of bees they left a hornets' nest alongside the trail in the first section so you would feel at home.

The whole enduro was a lot of fun. We got to ride in everything from rocks, tight wooded trails, and fire roads to some black sand (coal). The best part was that all the trails they laid out were rideable. You better

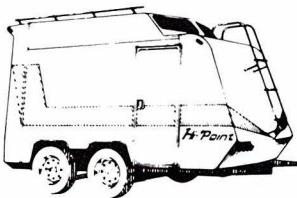
believe I'll be back next year, and if you haven't ever ridden this enduro it's your loss!

We have to hand it to those guys from Brandywine! It was a great event, and it takes some dedication for those guys (and gals) to travel 5 hours from where they all live to Cross Fork to put on the event. We also would like to thank the good folks from the town of Cross Fork, the local volunteer fire company, the forest rangers, and especially the women from the club who were a valuable asset at the race (and for tolerating their husbands going away all summer to get the trails ready), and to everyone else who helped make this event possible. □

Brandywine Enduro		2. Robert Mohn	Kaw 13	1. Pete Geither	Suz 17	5. Neal Overly	Yam 18	1. Joseph Wagner	Kaw 24
Raymond Davids	Suz 10	3. Chris Puff	Kaw 15	2. Tom Ebersol	KTM 17	1. Wayne Fontanazza	KTM 18	2. Michael Lagola	Kaw 26
Grand Champion		4. Chris Nolan	Kaw 19	3. Fred Wickline	Suz 22	2. Mark Kief	Hon 20	3. Robert Babcock	Yam 33
Ed Hamilton	Kaw 11	5. Marty Crippen	Kaw 19	4. Richard Trader	KTM 23	3. John Bomberger	Hus 23	4. Steve Trenholm	Kaw 38
High Point A		5. Jack Lafferty Sr.	KTM 23	4. Thomas Schanne	KTM 23	5. Wade Strayer	Kaw 40	5. Wade Strayer	Kaw 40
Daniel Moore	KTM 13	A250	Hon 12	1. Charles Stapleford	Kaw 21	B Open		1. Joseph Lapchak	C 250
High Point B		2. Bill Atkinson	Hon 12	2. Joe Galie	KTM 36	1. Randy Gravatt	Suz 19	2. Joseph Law	Yam 23
Mark Venanzi	KTM 19	3. Mark Lambert	Suz 12	3. Wolfgang Kruse	Hon 36	2. Steve Oechsle	Hon 20	3. John Harbold	Suz 23
High Point C		4. James A. Kessler	Yam 14	4. Jack Mitchell	ATK 43	3. Robert Provost	20	4. James Dowling	Kaw 25
Teams		5. Mike Lafferty	KTM 14	5. Jim Moore	KTM 43	4. Eric Nijlkamp	Hon 21	5. Dino Zulla	Yam 32
1. Tri-County Hammer	72	A Open	Hus 14	Women		5. Chuck Fabian	Hon 24	C Open	
2. DER #1	76	1. R. Marcinkewic	KTM 15	1. Nichole Schlotterbeck	Yam 43	1. Barry Lee	KTM 24		
3. Pine Barrons "Twister"	77	2. Chris O'Brien	Hus 15	2. Kristin Wheaton	Kaw 45	2. James McCommon	27		
4. DER #2	88	3. Gregory Bloom	Hus 15	B 125		3. Shawn McCarthy	Hus 38		
5. Rew Vol Fire Dept.	92	4. Keith Mc Intyre	KTM 16	1. Eric Pirie	Hon 16	4. Joe Harrington	KTM 40		
AA		5. Tony Tomasello	KTM 16	2. Scott Taylor	KTM 19	5. Sergio Bassani	KTM 44		
1. Jack Lafferty, Jr.	KTM 10	A Four-Stroke		3. Rich Pecile	KTM 24	C Four Stroke			
2. Bob Bennett	Hon 12	1. John Oechsle, Jr.	Hon 11	1. Dave Wagner	Kaw 15	1. Paul Blackwell	Suz 22		
3. John Rodgers	KTM 12	2. Matt Spiglemeyer	Hon 14	2. Shawn Mowry	Kaw 16	2. Sam Bongiovanni	Suz 25		
4. Mike McHale	KTM 14	3. John Smith	Hon 15	3. Jeff Moyer	Kaw 17	3. Dave Walker	Hon 30		
5. Dennis Zurawski	KTM 14	4. John Cushing	Hon 15	4. Steve Reed	Kaw 19	4. Matt West	Hon 31		
A125		5. Steve Chapkovich	Hon 16	5. Dan Kellman	ATK 20	5. Jeffery Focht	Hon 31		
1. Steve Aretz	Yam 14	A Vet		B 200					
2. Hank Tarr	Kaw 16	1. Gary Dunkelberger	Yam 14	1. Marc Grossman	Kaw 15	DEVOL EXTREME PROTECTION			
3. Dale Hiles, Jr.	Suz 19	2. John Rooske	Kaw 14	2. Marshall Shunk	Hon 16	DEVOL ALLOY PIPE GUARD			
4. Craig Shenigo	KTM 21	3. Hank Stankeiwicz	Sun 15	3. Jeff Batsford	Hon 16	Truly State-of-the-Art.			
5. Perry Hodges	Kaw 23	4. Brad Little	Hon 15	4. Richard Shirk	Yam 17	Very Trick Protection For			
A200		5. Lloyd Gottshall	KTM 15			\$45.95			
1. Brian Blanchard	Yam 12	A Senior							



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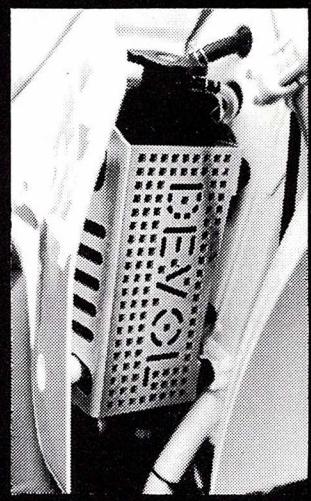
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MICHAUX ENDURO

By Mark Uth, photos by Patty Lorenson

Shippensburg, PA 9/15

I looked up Michaux (pronounced me'show) in my French-English dictionary prior to the running of the enduro, expecting to find a definition something like "containing lots of hard, loose objects of varying sizes." From the somewhat sheltered perspective of a South Jersey sand rider, images of bodily assault and battery by branch and boulder all too quickly came to mind. This enduro took great strides toward exorcising those past demons made of rock and stone. It turns out that Michaux is a somewhat prominent proper name of French origin and that the-not-so-prominent Michaux Enduro is perhaps the most underrated enduro on the ECEA card.

The turn out for the race was good, as nearly 300 riders entered the event. Many of those 300 arrived Saturday and took advantage of the virtually unlimited mountaintop camping sites available adjacent to the starting area.

The race began amid the fog conditions that were to become common for the day. A better name for the race this day could have been Misty Mountain Hop, as the course was run mostly atop mountains that remained enshrouded in fog and/or low flying clouds for the better part of the day. The weather proved accept-



Freight-training through the Pennsylvania woods (file photo from the Shotgun Run enduro).

able for trail riding, with daytime highs in the mid 80's and a late summer's dose of high humidity. If the sun had broken this could have turned into a real scorcher. Despite the ominous overtones cast by the mist and dark skies, the rain held off, although it would have done wonders to squelch the dusty trail conditions.

The event consisted of two loops, separated by a remote gas stop, and totalled up to about 75 land miles. The first loop contained three points taking sections. Riders were checked into each of those sections to catch the nappers and guessers. At mile eleven riders were confronted with an extremely steep downhill that included rutted pathways, rocks the size of playmate coolers and enough fallen trees so as to present a multitude of opportunities for mayhem. The performances by rookie flatlanders fulfilled all expectations—someone should have contacted Crash and Burn magazine.

The gas stop provided many the opportunity to test their pit skills via the two-minute tire change drill. Flat tires, a given for rock riding, were common among the unwary and unprepared. The second loop included two points-taking sections culminating with South Penn's notorious Hell Trail. It takes a sadistic mind to save the toughest section of the enduro until the last, but at least riders could reward themselves

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afterwards with a cold (perhaps fermented) beverage of their choice. South Penn did a good job at providing resets at the right times to permit riders to catch up and avoiding terrain induced stoppers or bottle necks.

Following the race, scores were posted and spoils were appropriately handed out. The good trail conditions and overall lack of race-ending obstacles provided for some excellent cards being turned in. Mike Lafferty took Grand Champion honors with an unequaled score of 8. Bill Atkinson bested the A class by dropping 11 points for the day. High point B honors went to Dan Moore, who scored 12. Larry Gordon cleanly won the C class accumulating 20 points over the course. Unusually, all of the above champs won their classes outright, without the need for the tiebreaker checks. The trophies presented were worthy of note as they

were constructed of natural red oak, harvested from the Michaux State Forest.

The success of the event demands thanks of all of the races organizers and supporters. Besides the host club, South Penn Enduro Riders, much assistance was provided by the multi-activist club, Michaux Off-Road Enthusiasts. Additionally, the conspicuous attention contributed by the State Forest Rangers of the Fayetteville ranger station (especially during tech inspection) was instrumental in seeing the enduro from planning through fruition. A challenging day of riding in the Appalachians with decent weather and good company is a great formula for an enduro. Sand riders, mark this one on your calendar. A hearty congratulations to all organizers and participants. □

Michaux Enduro													
Mike Lafferty	KTM 8	3. E. Koeller	Hus 17	3. E. Baker	44	3. R. Gravatt	Suz 22	5. J. Johnston	Hon 29				
		4. T. West	Hon 18	4. R. Hoover	54	4. J. Creasy	Suz 26	1. R. Summers Jr.	KTM 32	C Heavy			
		5. W. Severe	Kaw 18	5. D. Driell	62	5. S. Bongiovi	Suz 26	2. K. Myers	KTM 34				
Bill Atkinson	Hon 11							1. G. Rzepinski	Yam 16	3. D. Romang	ATK 36		
	High Point A	A Heavy	1. M. Moore KTM 12	1. R. Mahon Jr.	Hon 20	2. D. McKeehan	ATK 17	4. R. Alspaugh	Kaw 40				
Dan Moore	KTM 12	2. A. Tomasello	KTM 14	2. T. Geeset	Hon 21	3. T. Keuski	Yam 17	5. A. Paul	KTM 52				
	High Point B	3. C. O'Brian	KTM 14	3. S. Taylor	KTM 21	4. H. Moody	KTM 20			C Four Stroke			
Larry Gordon	Suz 20	4. K. McIntrye	KTM 14	4. J. Robbins	Yam 27	5. D. Rohobaugh	ATK 21	1. A. Brown	Hon 27				
	High Point C	5. R. Marcinkewicz	Hus 16	5. R. Pecile	KTM 28			2. R. Kirkpatrick	Hon 33				
	AA							3. K. Baer	Hus 33				
1. K. Bennett	Hon 9	1. J. Cushing	Hon 13	1. S. Reed	Kaw 19	4. R. Walters	KTM 28	4. R. Thompson	Hon 34				
2. J. Lafferty Jr.	KTM 9	2. D. Barlow	Hon 16	2. C. Garber	Yam 19	5. R. Meeker	KTM 31	5. B. Kunselman	Yam 37				
3. C. Smith	KTM 11	3. S. Chapkovich	Hon 18	3. R. Lorenson	Kaw 19	4. M. Vanovich	KTM 34			Women			
4. B. Bennett	Hon 11	4. G. Gater	Hon 19	4. B. Stein	Kaw 21	5. W. Kane	Kaw 34	1. K. Cambell	Kaw 34				
5. D. Zurawski Jr.	KTM 13	5. P. Emmons	Hon 20	5. M. Spencer	Kaw 23					Dual Sport			
	A Light												
1. P. Olyand	KTM 12	1. M. Lambert	Suz 12	1. K. Weigle	Kaw 17	1. D. Zechman	Yam 20	1. R. Farber	Hon 19				
2. D. Hiles Jr.	Suz 14	2. J. Baran	KTM 14	2. D. Foster	Kaw 21	2. W. Simmers	Hon 35	2. A. Simmers	Hon 39				
3. S. Aretz	Yam 15	3. G. Dunkleberger	Yam 15	3. E. O'Flynn	Hon 21	3. H. Phillips	C-A 19	3. B. Gee	Suz 77				
4. L. Camburn	KTM 16	4. J. Lynn	Kaw 15	4. J. Botsford	Hon 22					Teams			
5. E. Pirie	Hon 24	5. C. Tenney	Yam 16	5. M. Simmers	Hon 22	1. C. Conrad	Hon 27	1. Tri-County Hammer	56				
	A Medium Light					2. B. Geiselman	Kaw 29	2. CJCR Good	72				
1. C. Puff	Kaw 12	1. S. Wolfersberger	Suz 18	1. T. Folkl	Mai 18	3. W. Winemiller	Kaw 29	3. Tri-County Hammer II	78				
2. E. Hamilton	Kaw 14	2. T. Ebersole	KTM 16	2. K. Poemer	KTM 19	4. M. Streagle	Kaw 31	4. DER #1	80				
3. R. Mohn	Kaw 15	3. W. Wickline	Suz 18	3. C. Flegau	KTM 22	5. J. Young	Kaw 32	5. Meteor #1	83				
4. D. Varnes	Yam 19	4. J. Lafferty Sr.	KTM 19	4. E. Weaver	Kaw 22								
5. C. Stapleford	Kaw 21	5. R. Flegau	KTM 21	5. M. Zimmerman	KTM 22								
	A Medium												
1. R. Lafferty	Hon 13	1. W. Kruse	Hon 34	1. K. Mahon	Hon 19	1. L. Poplin Sr.	KTM 22						
2. W. Reese	KTM 17	2. R. Watson	43	2. J. Wallace	Hon 22	2. D. Roseboro	Suz 25						
						3. M. Johnston	Yam 26						
						4. D. Maco	Suz 28						

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Little Rhody Enduro

The Rhody Run they raved about!

By Mike Snyder

West Greenwich, RI 9/29

We are all faced with deadlines everyday. Trail Boss Brad Silva had a few deadlines to make for the 21st annual Little Rhody Enduro. First was a date on which to start the event. A local horse riding club waited until the last minute to tell Brad when they were starting their function and due to this, deadlines to this magazine as

well as other publications for the event ads were missed. As if this wasn't enough, club member and "A" class four stroke rider Bob Dana was pre-running the course the Friday before the event, and discovered a section of the course was underwater due to the heavy rainstorms that plagued the area that week. So what was entailed was a lot of work with route changes, phone calls as well as word of mouth to inform the NETRA and ECEA members of the key time. All of this to make the deadline.

Over 270 competitors ventured to Southern Rhode Island to race the Little Rhody, hosted by the Rhody Rovers Motorcycle Club. Brad, with the help from his fellow club members, made his deadline on September 28 at 8:00 AM as the 8th round of the NETRA series and 16th round of the ECEA series went off on schedule. Being the only club in New England affiliated with ECEA, the event drew riders from as far away



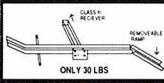
Most everyone complimented the course, but there was still a few spots of typical New England terrain just to keep everybody honest.

as Delaware and New Jersey. A NETRA sanction assured that the New England hot-shoes would be there as well.

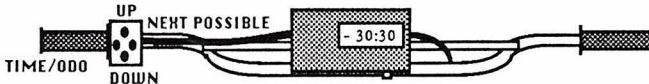
Even though this years run wasn't an AMA National, that didn't ease up the terrain which the competitors raced across. They weaved



Pat Royer picked up his first High Point A trophy at the Rhody. He looks just as surprised as we are!

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More fun New England terrain, taken very stylishly.

through the Arcadia Forest for the first half of the 111 mile event, zig zagging in between the trees and rocks. Then, at the half-way mark, the club routed the riders into the Big River Reservoir land management area adjacent to Arcadia. This terrain was a little more open, but the bonus feature of this loop was a lap around the national hare scrambles course which the club hosted earlier in the year.

It would eventually be native New Englander and former NETRA Grand Champion Bert Guerrette besting all the visiting enduro competitors, on a 1992 KTM. He dropped 23 points to garner the overall win for the day. "This event was very well organized. It showed a lot of time was put into the trails as well as check placement. Everything was spot on. I always enjoy it here, the terrain is very enduro oriented—tight loamy trails and lots of rocks," stated Bert afterwards.

This was the consensus of most all the competitors. High Point A rider (on a 125, no less!) was "Little Buddy" Patrick Royer as he berzerked his quarter liter to a 24 point total. "The run was excellent. Loved the terrain, but I particularly enjoyed the lap around the hare scramble course. That was a great diversion. There were plenty of arrows and the mileages were

right on the money. The club out did themselves."

The battle for third overall was a little more of the struggle as both Husqvarna factory star and New Jersey ISDE warrior Fred Hoess and Honda A Four Stroke rider Jim Mitchell both dropped 25 points. Hoess got the nod as he bettered Jim by over 30 second at the emergency checks. "Very nice and well organized event," said Mitchell, "The check-in and check-out placement in the wood sections was a pleasant change to what we're used to. The hare scrambles section was also a blast."

New Jersey AA KTM rider Jack Lafferty, Jr. blazed to a top five finish. As he stated later, "This terrain is a lot tougher than what I'm used to.

I've been contesting the Nationals this year, so that helps me get used to different conditions than what we have in New



Overall winner Bert Guerrette cuts a straight path through the Rhode Island woods. Small state, big enduro.

Jersey. This event could have been a National, no problem. The mileages, checks and organi-



Stylish, very artsy photo of Fred Hoess, who finished first in the AA class and came close to winning the overall. Fred said he really liked the course, and was flying on his Husky.

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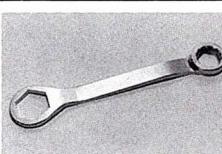


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zation were all excellent. The tight woods and rocks were typical New England. I really enjoyed the race, very glad that it was on the ECEA schedule. Looking forward to next year's even, maybe it could be a National."

As the caravan of riders all filtered in their own directions up and down Interstate 95, the club settled back to celebrate another successful event and making the most important deadline—the end—until next year! □

Little Rhody Enduro

Bert Guerrette

Overall High Point

Patrick Royer

High Point A

Ray Archambault

High Point B

Mike Cyr

High Point C

AA

1. Fred Hoess

2. Jack Lafferty, Jr.

3. Robert Bennett

4. Kerry Clark

5. Kemp Stewart

A 125

1. Dale Hiles

2. Kevin Howley

3. Bill Ainsworth

4. Louis Camburn

5. Perry Hodges

A 200

1. Chris Puff

2. Bob Mohn

3. Paul Knowlton

4. Kevin Soholeski

5. Dave Burnett

A 250

1. Bill Atkinson

2. Paul Milliken

3. Mike Lafferty

4. Bob White

5. Peter St. Pierre

A Open

1. Mike Zahansky

2. Mike Moore

3. Duncan Broatch

4. Rick Marcinkewicz

5. Keith McIntyre

A Four Stroke

1. Jim Mitchell

2. John Cushing

3. Jeff Wallien

4. Steve Charkovich

5. Joe Smith

A Veteran

1. Cliff Tenney

2. Richard Heins

3. Max Parkes

4. Tim Jonelis

5. Lloyd Gotch

A Senior

1. Dave Kelly

2. Thomas Ebersole

3. Irv Witkop

4. Jack Lafferty

5. Keith Goodell

Super Senior

1. Charles Stapleford

2. Joe Morel

3. Joe Galie

4. Don Burnett

5. Don Lawson

B 125

1. John Hacia

2. Tim Murphy

3. Joe Galie Sr.

4. Rick Lallien

5. Mike Terilli

B 200

1. S. Reed

2. Dave Coutts

3. M. Dean Spencer

4. Bob Stein

5. Chris Garber

B 250

1. Jeff Botsford

2. Robert Dakiman

3. Ed O'Flynn

4. Robert Comalli

5. Brian Smith

B Open

1. Ken Poemer

2. Phil Rau

3. Kerry Koeller

4. Paul Olson

5. Scott Liteunek

B Four Stroke

1. Eric Nijkamp

2. Rich Fasoli

3. Robert Provost

4. Allen Walker

5. Tom Farley

B Veteran

1. Charlie Canely

2. James Pidgeon

3. Ken Davis

B Senior

1. Bill Dakai

2. Nick Corwin

3. Rick Courtemanche

4. Lawrence Gurllett

5. John Stork

C 200

1. Rich Heins

2. Dave Compton

3. Ed Steenbergen

4. Paul Coruill

C 250

1. Mark Mahan

2. Mike Bates

3. John Cyunch

4. Tom Tannuzzo

5. J.P. Januszkiev

C Open

1. Peter Tamagini

2. John Rosier

3. David Tannuzzo

4. Ken Foatied

C Four Stroke

1. John Dimeo

2. Dave Gaspar

3. Kevin Jordan

C Veteran

1. Rick Hokan

2. Jim Stoddard

3. Gifford Gelm

C Senior

1. Alfred Garniani

2. Ed Blum

3. Al Fagan



Series points leader Kemp Stewart attacks a tight turn on his way to a fifth place finish. Kemp and current champion Russ Stearns have been battling all year—Russ worked this one, Kemp works the next run. It's almost down to the wire, and either Kemp or Russ are going to win it.

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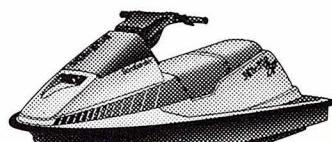
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PHOTO BY TOM BISSANTI

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MADE IN FINLAND

HUSABERG MC350

Are you ready for the perfect four-stroke?

By Paul Clipper

New Boston, MA 9/15

It is very difficult to make a four-stroke work like a two-stroke engine. Visions come to mind of dozens of (usually Honda-based) "project bikes" that would not run at low rpm, have lousy response off the bottom, but do manage to run real snappy in the mid-range...until they break.

We were convinced that a really aggressive-running four-stroke was nothing more than an idle dream, until we got a chance to ride a Husaberg MC350. Naturally, you've seen all the western tests, and so had we, but it's easy to dismiss the long-distance praise as just a bunch of guys raving about something new and expensive. We would have continued to pass the Husaberg off as an expensive "designer ride" except for two things: Drew Smith, who called the office after the Six Days raving about the Husaberg he rode there; and Jerry Randall, who rolled his MC350 under us at the Foothills turkey run and took off on our bike before we had a chance to protest.

Fifty miles later, he practically had to wrestle us off the bike in order to take it home!

Okay, this isn't your basic bike test, because we only rode the Husaberg 50 miles,



Drew Smith rode a Husaberg MC350 in the ISDE this year with no prior experience on the Swedish bike, and came back raving about it.



Jerry Randall stands in front of his Husaberg in front of Katie's General Store. We didn't get any riding shots because it was pouring down rain all day.

and never had a chance to take it apart or check it over for obvious problems. We only found one thing to complain about during the day: every now and then the engine would hesitate when the throttle was cranked wide open in a tall gear. Then again, it was pouring down rain and 30 degrees cooler than it was the day before, so the jetting could have simply been off. The rest of the impression was positive.

Listen:

The bike I was riding previous to our switcheroo was the Husky 350 four-stroke, so right away I could make a valid comparison: The Husaberg 350 is about 25 pounds lighter than the Husky. If you want to compare numbers, that means the Husaberg weighs about 230 pounds, compared to the Husky claimed weight of 255. Two hundred thirty pounds is light for a four-stroke, and the Husaberg indeed felt light—joyously light; as if I was riding a 350 KTM two-stroke that had somehow turned into a thumper.

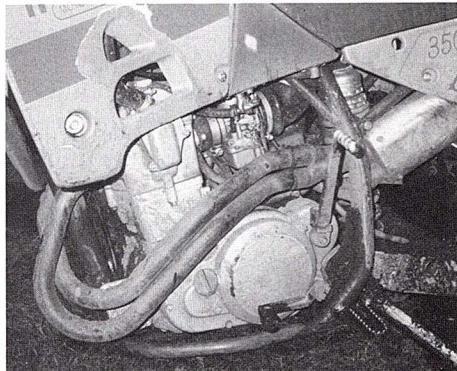
As a matter of fact, that's the most accurate comparison I can make—that the Husaberg 350 felt *almost exactly* like a KTM 350—the 349cc version, remember. The weight and handling was almost exactly the same, and the Husaberg's suspension was a little stiff, just like the old KTM, but well-behaved and very rideable. You could get a little more travel out of the Husaberg if you softened up the compression damping or let a little more oil out of the forks, but basically it was fine for a four-stroke

racer...you really wouldn't want it too much softer.

The powerband on the H'berg was right up there with the KTM 350 as well, because this is the first four-stroke I've ever ridden that has a powerband nearly identical to a two-stroke. It pulls fine from the bottom, like a four-stroke but not as torquey as the Husky. When the Husaberg engine starts hitting its power curve the torque builds in a rapid rush, just like a two-stroke engine. Then, just when you think the power should be flattening out—the point where you'd naturally short-shift the Husky—the Husaberg takes a lung full of air and revs out like a 125 motocrosser, producing an engine howl that is easily as thrilling as the first time you saw a fuel funny car light off down a drag strip!

It is the most amazing engine I've ever ridden. You think you have to short shift it, but then you can rev it up to an ear-popping redline and make power all the way. You think it may not have the grunt to get over an obstacle, and then it chugs over a greasy stone wall like a giant boa constrictor. All the while, the midrange hit of horsepower is keeping you amused.

While all this roosting is going on, the bike keeps feeling light. The front end is light and quick-feeling, but very much hooked to the ground. The front end never washed out or got squirrely, no matter how often we overstepped the bounds of reason on the bike. It was a very good feeling set of White Power forks. The rear end is held up by an Ohlins shock, and anybody who doesn't agree that the Ohlins is the best shock absorber made is trying to sell you something else. Disk brakes front and rear made stopping a snap, and we never lost the rear brake even though we did a fair amount of



There's a very businesslike engine inside of those cases. Power output is like a two-stroke.



You won't get any bells and whistles on the Husaberg—no electric start or fuel injection—but that's how the bike achieves its incredible low weight. The thing is made for racing; that's it.

brake-dragging.

The day we rode the turkey run it was drizzling in the morning, pouring in the afternoon. The route was studded with big greasy roots, rocks, logs, stumps and ruts—a fine old new england mess. When I was riding the Husky I was poking carefully along, doing what the bike wanted to do, and the guy riding with me had no trouble keeping up and taking the lead now and again. On the Husaberg, I felt like I could do no wrong, was riding about three times faster, and leaving my riding partner behind. He came up and one point and said "Man, you're really flying on that thing!"

And I don't fly; not as a rule.

I called Drew Smith and asked him about the bike, since he rode one at the Czechoslovakian

Six Days. Drew just said, "The bike I rode was a phenomenal bike. Just unbelievable." And Drew's been around forever. He picked up a silver medal in Czechoslovakia, and he'd never slung a leg over a Husaberg until he landed in Povaska Bystrica.

The bottom line is this: it is very hard to be rational about this bike. It does not possess a rational price tag, for one thing: \$5600 for an MC350, not including set-up, freight, tax and title. Word has it that a replacement piston kit for the bike can cost as much as \$495, so you know that parts prices are not trivial. Considering its specifications, it is arguably the most expensive four-stroke you can buy—the ATK 350 ES/EFI is more expensive, but it also has electric start and fuel injection, and quite a bit more weight. The ATK is more of a dual sport/serious trail bike. The Husaberg is undoubtably a racer before anything else.

The Husky is a nice bike, in comparison, costing "only" \$4550 (1991 model), but it doesn't run in the same circles as the Husaberg. The Husky is heavier, not as powerful; with a softer suspension and a more laid-back attitude. They both start easily (you could almost kick them both barefoot), but if they were sisters the Husky works in the library and the Husaberg is a go-go dancer, no doubt.

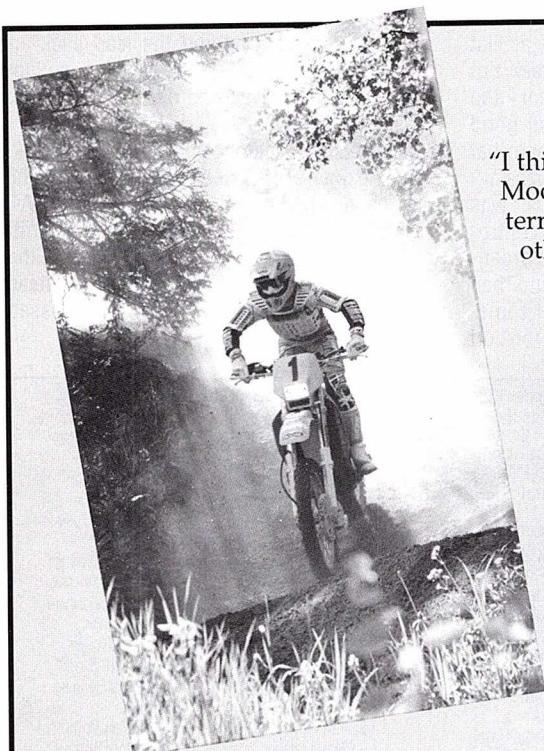
Before you ask; no. You can't really compare the Husaberg or any of these bikes to anything coming out of Japan. We're talking about a whole different league of machine (and the prices reflect this).

Is the Husaberg worth \$1000 more than the Husky, and far more than most of us will ever

SPECIFICATIONS Husaberg MC350

Engine Type:	L/C 4-stroke
Displacement:	349cc
Bore/Stroke:	86 X 60.2mm
Transmission:	Six-speed
Frame Material:	Chromoly steel
Tank Capacity:	8.5 liters (2.4 gal.)
Carburetion:	Dell'Orto 38mm
Ignition:	SEM Electronic
Forks:	WP Multi Adjuster
Suspension Travel:	295mm
Front Brake:	Hydraulic disc
Front Tire:	Metzeler 3.00X21
Rear Suspension:	Ohlins
Suspension Travel:	328mm
Rear Brake:	Hydraulic disc
Rear Tire:	Metzeler 4.50X18
Seat Height:	950mm
Wheelbase:	1490mm
Ground Clearance:	390mm
Claimed Dry Weight:	239 lbs.
Suggested Retail Price:	\$5595

admit wanting to spend on an off-road toy? Depends on what you want to do with your riding. If I was going to just trail ride; ride New England turkey runs, maybe the Colorado 500 or an occasional trip to Mexico, the Husky would be fine. If I was going to race any hare-scrambles or local enduros, or seriously contest the Four-Stroke class in the national enduros, or attempt to qualify for the Six Days, there is not a shred of doubt in my mind that I would choose the Husaberg in a second...and then I'd ride turkey runs on it, too! □



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Moose Racing heavyweight flywheels and other products were used by many of the fastest Americans at this year's ISDE; riders like Randy Hawkins, Jon King, Kevin Hines, Ray Davis, Bruce Field, Kelby Pepper, Dave Bertram, and Fred Hoess. Call Moose Racing today and get the winning advantage for your machine. Nobody knows the woods like the Moose!

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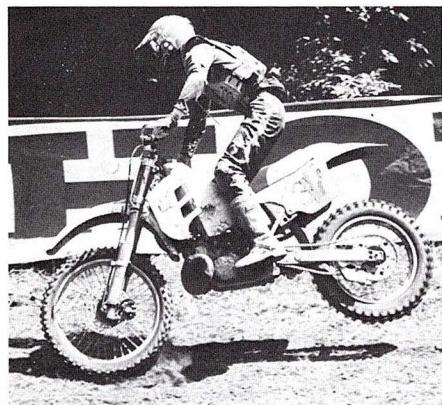
by Mike Snyder

South Edmenston, NY 7/28

I just want to beat Summers." Declared KTM Factory rider Scott Plessinger after he crossed the finish line three hours after the start of the Thunder Ridge National Hare Scramble, held only a few miles from the Unadilla motocross course in upstate New York. Plessinger might have beaten him, but not by much; as Honda's reigning National Champion Summers just missed out on a last ditch effort to pass Plessinger in the last corner before the checkered flag.



Overall winner Scott Plessinger comes over a hill with Tommy Norton right on his tail.



New York's Ethan Goodrich ripping his way to a sixth overall.

Coming in third behind the leaders was Massachusetts KTM rider Tommy Norton, but he was almost docked a lap because he had accidentally hit and knocked over a scoring barrel on one of the laps. After apologizing and discussing the matter with event promoter Jim Mitrowitz and AMA referee Roger Ansel, it was decided to let the results stand.

The course was located right next to the Thunder Ridge motocross track and utilized the woods adjacent to it. The riders would take a partial lap around the track then shoot up into the woods across the road. The mileage for the first lap was 8.1 miles and for the remainder of the race, it would shorten to 7.6 miles. The hot weather was pretty brutal and claimed a few of the 160 riders who had shown up. One of the more notable riders to drop out was Team Green/Kawasaki star Duane Conner, who quit after a couple of laps, "I had mountain biked the course yesterday, and I guess it took a lot out of me. I got a real bad start, but put in a couple of fast laps and started to catch Norton. After that I just got tired. I couldn't even stand up. My shot at winning this championship was all done with Summers clinching it at Flat River last week. I'm shooting for the GNCC. I feel good about winning that one for Kawasaki."

The start was marred in controversy. Scott Summers explained, "The organizers just told us "one minute to go" and then the flagger went to look at his watch or something, twitched his wrist and everyone took off with me sitting there. I had just killed my engine and put my goggles on. I thought of staying there but decided to take off. I was dead last. I worked my butt off to catch up."

Also working his butt off was KTM-supported Tommy Norton, who grabbed the lead right off with fellow KTM rider Scott Plessinger right on his tail, as they funneled into the woods section of the course.

"I got behind Tommy on the first lap," explained the over-all winner Scott Plessinger, "and decided that I didn't want to turn it up too soon. So I was content to follow Norton around. The bike was really beating me up pretty bad so I stopped on the first lap

to adjust my forks and shock which made a big difference. I grabbed the lead on the second or third lap and I knew Summers would be right there so I turned up the pace a little. Summers did catch me and we changed the lead probably twice a lap until the end."

"The course was a rough one, it beat you the whole time. It was whooped out with a lot of tree roots. I want to thank Kirk at KRW Cycle for the suspension work he performed on this bike. He definitely helped me improve my results by giving me a nice handling motorcycle."

Scott Summers, supported by Honda Motor Co., Hondaline, Oakley, PJ-1, Bridgestone and White Bros, claimed he used the wrong strategy. "I had to keep telling myself that I already have this title sewn-up so I originally decided to let Scott (Plessinger) go, and try a consistent approach. That went out the window when I had the opportunity to win this race."

After hearing of the AMA referee's decision to uphold his third place finish, KTM and FAH-Q Racing-supported Tommy Norton explained, "I'm glad because this was a fun race. I had a good day, the three of us (Norton, Plessinger and Summers) were together for the first three laps. We were swapping the lead back and forth, but I had to pit on the third lap, so I lost the two of them. It was hard to get back on that fast pace by myself."

California ATK factory rider Ron Naylor made the trip out from his Redding home worthwhile as he finished fourth overall. Naylor's ATK teammate Frank Keegan Hammered to a fifth place finish and New York AA rider Ethan Goodrich rounded out the top six with a steady ride to prepare himself for a full-time assault on the series next year. □

Thunder Rider National Hare Scrambles Class Results
Scott Plessinger Overall High Point AA

1. Scott Plessinger
2. Scott Summers
3. Tommy Norton

A125

1. Jason Hanes
2. Thomas Cole

200A

1. Gene Thurman
2. Patrick Calhoun

250A

1. Steve Hatch
2. Scott Phelps
3. Mark Schachtler

Open A

1. Douglas Stevens
2. Scott Martin
3. Ron Whipple

Four Stroke A

1. Pat Anderson
2. Don Bohn

**3. Harry Whittaker
Veteran A**

1. Mike Lagomarsino
2. Jeff Horton
3. Mike McCarron

Senior A

1. Richard Daly
2. Rob Thompson
3. Wade Summers

Super Senior A

1. Rob Caplinger
2. Charles Galbraith
3. Dave Fitzgerald

125 B

1. Chris Firth
2. Ken Kuber
3. Steve Meurs

200 B

1. Kenneth Young
2. Scott Brunner
3. Jim Ryan

250B

1. Rich Bryan
2. Russell Weist
3. Walter Bell

Open B

1. Harold Brown
2. Mike Meliski
3. Jeff Conseden

Senior B

1. Joe Arcesi
2. Gary Brown
3. Ted Grabowski

Veteran B

1. Roger Billharz
2. Larry Manser
3. Byron Cannon

125 C

1. Dale Kober
2. Ernest Sirois
3. Chris Belles

200 C

1. Mike Lyons
2. Steve Burt
3. Dominic Sileo

250 C

1. Travis Henry
2. Richard Henry
3. Rich Cooley

Open C

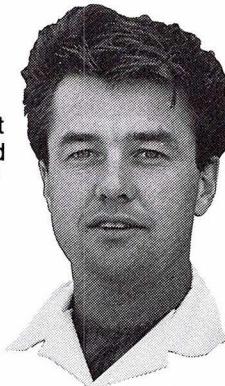
1. Joe Misko
2. Alan Stellman Jr.
3. John Dunn Jr.

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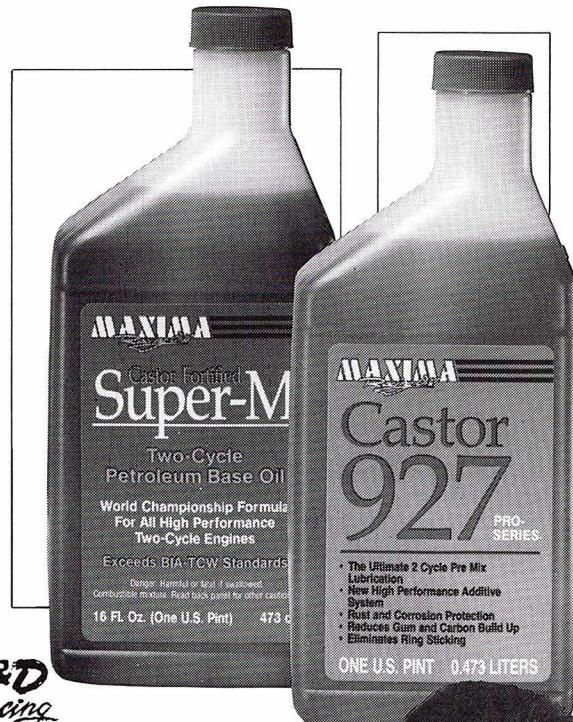
"I've been building racing engines for over 20 years, and I've never tested better lubricants than Maxima. They're the only lubricants I'll use for my high performance engines."



DMC

Dave Miller

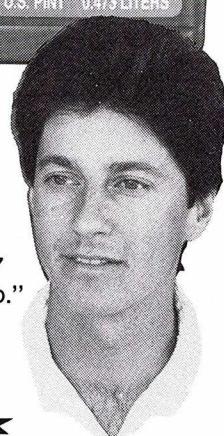
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- Premium 2



GROUP K

Harry Klemm

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FLAT RIVER!

Scott Summers survives to win the season

by Dan Anderson

Flat River, MO 7/21

Scott Summers needed only one top five finish in any of the last three races in the National Hare Scrambles Series to sew up his second consecutive National Hare Scrambles championship, and his friend and mechanic, Fred Bramlette, left him a note to remind him of that fact before the start of the Flat River National.

Bramlette put a piece of duct tape over the quick-fill gas cap on Summers XR600 to keep out dust and dirt, and on the duct tape he lettered "Think Nat. title", a reminder to Summers that he didn't have to win the race at Flat River to wrap up the points championship, just finish in the top five.

Considering that temperatures were near the 100 degree mark and that the crushed limestone that makes up a large part of the St. Joe State Park, where the race was held, was dried to the consistency of white talcum powder, no

one would have blamed Summers for laying back a little and taking it easy. But Summers had his own strategy.

"I knew it was going to be really dusty, and that the dust would make it hard to see the trail

and went for the water bottle," Naylor said. "It wasn't until I'd had a couple long drinks that I realized that I hadn't gone through the scoring station and been scored for the last lap. I had to throw my gear back on and hustle around the

last part of the course to get to the scoring station. As it ended up I just barely beat the next guy by 10 seconds."

Naylor wasn't the only rider who suffered exhaustion and abuse at the hands of trail boss Ron Ribolzi, his assistant Dale Smith, race chairman Mike Blair, and the rest of the Missouri Mudders Motorcycle Club. St. Joe State Park is situated on an abandoned lead mine, and sections of the course utilize rock and sand tailings from the mining operation. While there were long sec-

tions of Eastern-style rock and woods riding, other sections more closely resembled Baja, right down to the sand, heat, whoops, and cactus. And, if you like rocks, there was one hillclimb that ran up the side of a dam constructed of basketball-sized pieces of limestone that would have brought tears of joy to your eyes. The only thing missing was a mudhole, and club members are contemplating digging and filling a quagmire to guar-



Regardless of the heat, riders lined up and put on their race faces for the Flat River National. Most riders found it turning into a survival run once the temperature got to them.

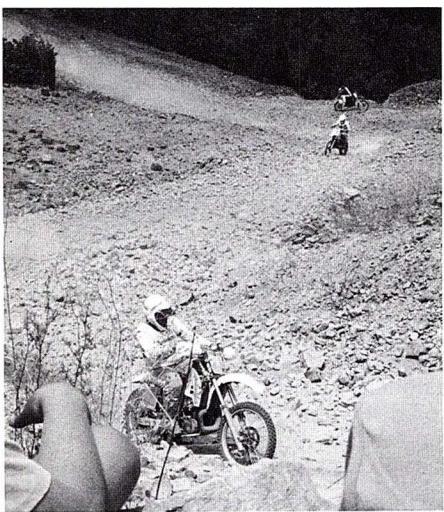
and make passing tough," he explained. "There's a lot better chance of crashing and DNFing when you can't see where you're going, so I wanted to be as close to the front of the pack as I could."

Summers's strategy worked to perfection. Less than halfway through the first 14-mile lap he worked his way into the lead and never gave it up for the rest of the race, eventually stretching his lead over second place finisher Duane Connors to 4 minutes, 30 seconds. Scott Plessinger followed Connors to a third place finish, while Ron Naylor recovered from first and last lap crashes to take fourth overall.

"That was the most brutal race I've ridden this year!" said Summers after the race. Naylor agreed whole-heartedly. "I was so beat on the last lap that when I came by the pits I just pulled in



Scott Summers had the front of the field completely to himself for almost the entire race. His overall win ensured him his second consecutive national hare scrambles championship win.



Take one large dam built of basketball-sized rocks, heat to 100 degrees, then apply exhausted racers. Allow to bake for three hours, then scrape clean with sweep crew.

ante race entrants a completely satisfying motorcycling experience in future races.

The Flat River National Hare Scrambles drew riders from across the country, and was a well-organized and successful race. If you ever have a yearning to race in strange and exotic places,



While there were enough trees on the back side of the course to make eastern riders feel at home, the front was definitely Baja-like.

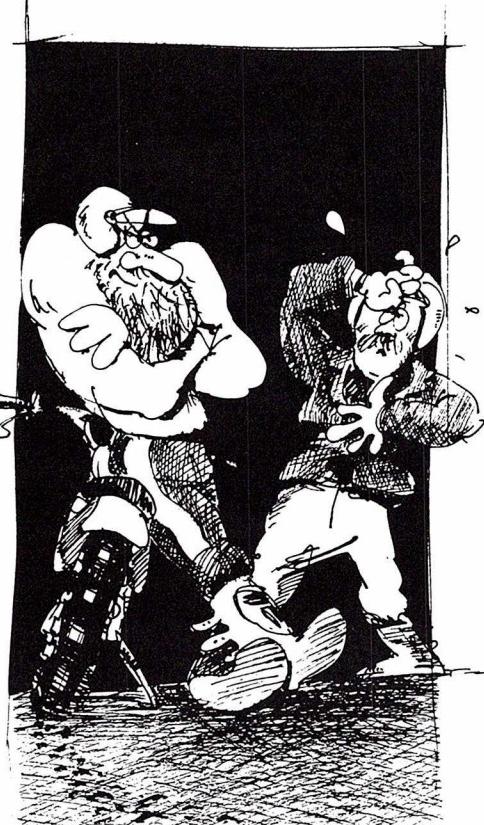
consider traveling to the Flat River/Farmington area of Missouri for one of their hare scrambles or grand prix races. The riding is great and the

Missouri Mudders will do their best to make sure you get your money's worth out of your entry fee. □

Flat River National Hare Scrambles Class Results	11. Richard Gutish KAW	1. Kevin O'Brien KAW	2. Robert Harris HON
	12. Tim Taber YAM	2. Philip Backer HON	3. Tom Krag HUS
	13. Kevin Bort KAW	3. Chris Nesbitt KAW	4. Billy Hall YAM
	251-Open A	4. Keith Kreisit KAW	5. Terry Wisecup KAW
Overall	1. Kelly Getz HUS	5. Tim Ellsworth HON	6. Bryon Cannon KAW
1. Scott Summers HON	2. Mike Monroe KAW	6. Ken Yount YAM	7. Dennis Utt HUS
2. Duane Connors KAW	3. Scott Martin ATK	7. Darell Townsend HON	8. Scott Blankenship YAM
3. Scott Plessinger KTM	4. Rod Palermo ATK	8. Shawn Taylor HON	9. John Wardrey KAW
4. Ron Naylor ATK	5. Lance Martin ATK	9. Darrin Brady KAW	Senior B
5. Chris Caplinger ATK	6. Ron Whipple KAW	10. Kevin Brandon KAW	1. Paul Krewes ATK
6. Phil Converse YAM	7. Greg Holden KTM	201-250cc B	2. Richard Whelove KTM
7. Ethan Goodrich KTM	8. Chris Graber YAM	1. Jason Moody SUZ	3. Pat Freiburger HON
8. Frank Keegan ATK	Veteran A	2. Dwight Maggad YAM	4. Kenny Twyman SUZ
9. Doug Blackwell KAW	1. Gary Adams SUZ	3. Wade Peery SUZ	5. Gerald Fredricks HUS
10. Kelly Getz HUS	2. Jay Williams KAW	4. Quinton Small HON	6. Tony Schlader YAM
86-200cc A	3. Mike McCarron YAM	5. Doug Fries HON	7. Frank Leivan KAW
1. Chad Froman KTM	Senior A	6. Mark Thurmon HON	8. Wayne Puttman HON
2. Benny Richards HON	1. Al Hejnak KAW	7. Kirk Schmidt HON	9. Marty Vescovo SUZ
3. Gene Thurman YAM	2. Mike Bradshaw KTM	8. Ben Stohl KAW	Super Senior B
4. V. Throckmorton HON	3. Mike Edwards HUS	9. Rick Sims ATK	1. Bob Grider ATK
5. Bryan Wesson KAW	Super Senior A	10. Ross Cogan YAM	2. Ron Throckmorton HUS
6. Richie Caviness KAW	1. Robert Caplinger ATK	1. Chad Bersenbach YAM	3. Terry Wieael YAM
7. Chuck Cannon KAW	2. Emmett Cox SUZ	2. Mike Turpin ATK	4. Tom Gilliland SUZ
201-250cc A	3. Charles Glabraith HUS	3. David Rafferty YAM	Four Stroke B
1. Phil Converse YAM	4. Corky Root ATK	4. Tim Gilliland ATK	1. Roger Crow HON
2. Doug Blackwell KAW	Four Stroke A	5. Terry Gilliland KTM	2. Scot Selbee HON
3. Neal Raggett KAW	1. Harvey Whitaker HBG	6. Roger Mayes ATK	3. Randy Jones HON
4. Dave Gunn KAW	2. Don Bohn SUZ	7. Tom Burtle ATK	4. Mike Heaven HON
5. D. Ricketts KAW	3. Craig Hayes HUS	8. Tim Jackson ATK	5. Eddie Harrison SUZ
6. Steve Leivan YAM	4. Rodney Carrier SUZ	9. Robbie Reed HON	6. Jeff Lappe HON
7. Arnold Mulzer KAW	5. Lee Willingham SUZ	10. Dave Ernst HON	7. Cornell Porter HON
8. Kevin Harmon YAM	Women's A & B	1. Rebecca Lewis YAM	8. Don St John HON
9. Jim Ortals KTM	1. Rebecca Lewis YAM	2. Mark Childre KTM	9. Geoff Monahan HUS
10. Jerry McCausland YAM	86-200 B		10. Jim Coleman HON

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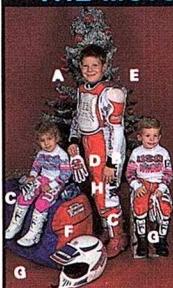
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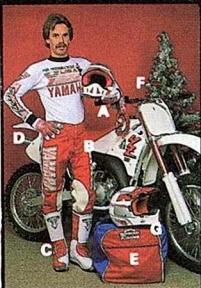
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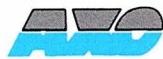
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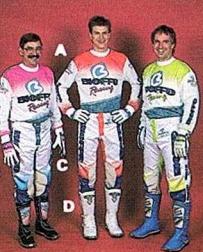
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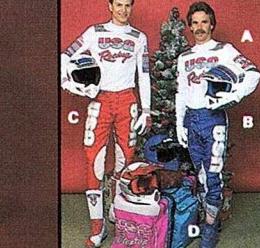
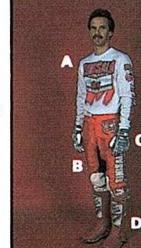


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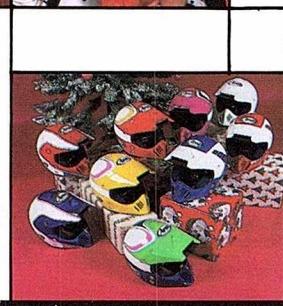


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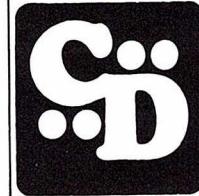
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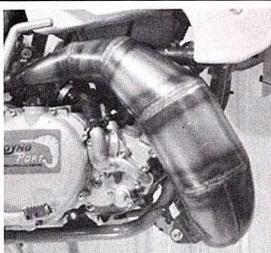
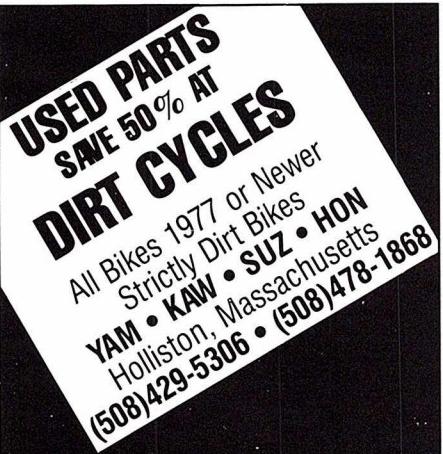


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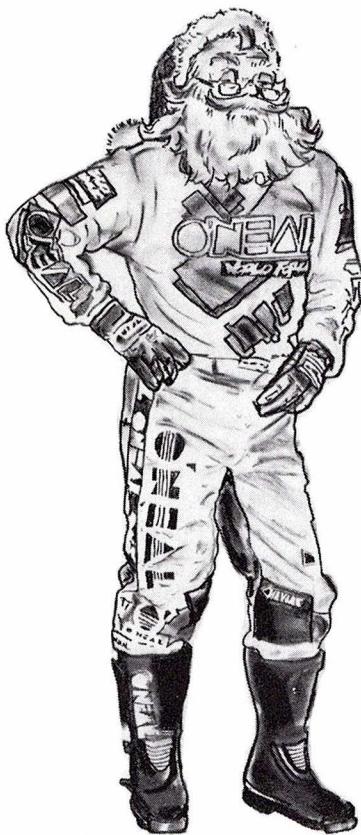
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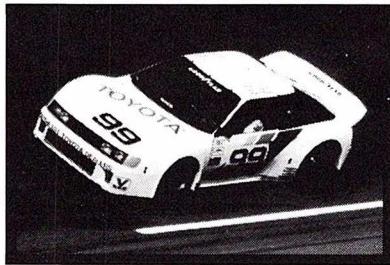


Name: Dan Gurney

Occupation: Owner and president, All American Racers, Inc.; retired race car driver

Company description: "All American Racers was founded in 1964. We began designing and building the Eagles in 1965, and we also prepare the Toyota Celica Turbos that compete in the IMSA GTO class. In fact, we just won the IMSA GTO Manufacturer's Championship, and our team won the drivers' title. We have a complete racing facility that includes a machine shop, engine R&D department, wind tunnel, composite construction shop where we make bodywork, and a parts department."

Track record: Started racing a Triumph TR-2 in 1955; became factory Ferrari Formula One driver in 1959; has won seven Formula One races, including four Grands Prix; victory in 1967 Belgian GP, piloting his own Eagle, was first GP victory by an American in an American car in 46 years; first roadracing driver to make switch



to NASCAR Grand National stock car racing—had record five straight wins in Riverside 500; first driver to win championship races in four major types of motorsports competition: Formula One, sports cars, stock cars, and Indy cars, 1967; with A.J. Foyt, won LeMans 24 Hours, 1967; placed second at Indianapolis 500, 1968, 1969, placed third, 1970; first racer to take a large American sedan to England and compete in "saloon" races; retired from racing in 1970 with 37 wins in 18 countries and 25 makes of cars; Eagles have won Indy 500 three times, USAC National Championship twice, Formula A Championship twice; in 1973, 21 of 33 cars on starting grid of Indy 500 were Eagles, a first for any manufacturer; two-time winner, Society of Automotive Engineers' "Builder of the Year"; two-time winner, Martini & Rossi "Sportsman of the Year"

Riding history: "I've been a motorcycle enthusiast since I was 12 years old, before I was allowed to own one. The first bike I bought was a Triumph Thunderbird. I've never really raced bikes, though I rode the Big Bear run a couple of times back in the old days. In '58 I finished 11th in class and 21st overall out of 640 riders; I was so proud I could hardly stand it."

Riding preference: "What I like best is just going off to the mountains exploring. I love to just get out and say, 'Let's see if we can get over there.' "

Bikes currently owned: "I own a Honda CR500 that I use for rides like the Colorado 500, a Yamaha IT490, Yamaha Vision, and a bunch of singles. I'm not a real big fan of big four-cylinder bikes. Right now I'm modifying an older Honda single we call the 'Alligator' because you sit kind of low on it. I'm also modifying a 350 Yamaha trials bike for general off-road riding. It has more fuel capacity and you can sit on it and ride it like a regular motorcycle, but it's light and climbs like nobody's business."

Magazines: "I'm a little bit of a nostalgia freak, but I also like to stay abreast of what's occurring right now, so I read MOTORCYCLIST and DIRT RIDER. I especially like the racing coverage and travel-type pieces that involve endurance, exploring, or unusual places to ride, but when it comes right down to it, I like it all."

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